

A47 Blofield to North Burlingham Dualling

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9.2 Applicant's Response to Relevant Representations

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**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

A47 Blofield to North Burlingham
Development Consent Order 202[x]

APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS

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1 INTRODUCTION

- 1.1.1 The Development Consent Order (DCO) application for the A47 Blofield to North Burlingham scheme was submitted on 30 December 2020 and accepted for examination on 27 January 2021.
- 1.1.2 The purpose of this document is to set out Highways England's (the Applicant) response to the Relevant Representations (RR) from interested parties submitted to the Planning Inspectorate.

RR-001 BROADLAND DISTRICT COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-001-1	<p>This letter sets out Broadland District Council's Relevant Representation in respect of the above application. The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk seeks to enhance the transport system in order to develop the role of Norwich as a Regional Transport Node. This is to be achieved by, amongst other things, promoting improvements to the A47. This strategic aim is echoed in the emerging Greater Norwich Local Plan (GNLP), which supports strategic infrastructure improvements that support the growth needs of the area. The emerging GNLP specifically refers to improvements to the A47 between Blofield to North Burlingham as one of the schemes that will help the plan achieve its aims. The Regulation 19 Publication of the GNLP was undertaken between 1 February 2021 and 22 March 2021 and is anticipated to be examined between November and December 2021. As such, the Blofield to North Burlingham dualling scheme is given in principle support by the existing and emerging development plan. The potential for the scheme to deliver economic growth is strongly supported by the District Council. These benefits, in combination with the wider programme of A47 improvements being proposed by Highways England, include:</p> <ul style="list-style-type: none"> • help to boost the economic prosperity of a large part of the East of England and contribute to national economic growth. • Shorter and more reliable journey times along the road and onwards to the Midlands. • Reduce delay, congestion and inefficiency. • Attracting more customers for businesses and attracting new businesses. • supporting existing businesses to grow and become more productive and profitable. • allowing businesses to invest with confidence. • encouraging more visitors to the region. • creating more jobs. <p>However, whilst the District Council is supportive of the scheme in principle, there is the potential for impacts that will require detailed consideration through the examination process ahead of any final decision on the Development Consent Order.</p> <p>Matters of particular interest to the District Council through the examination stage are considered to be:</p> <ul style="list-style-type: none"> • Landscape and visual impact • Impacts arising from noise, air quality and vibration. • Routes for Walking, Cycling and Horse Riding 	<p>The Applicant notes the support in principle of Broadland District Council for the Scheme and the Scheme's inclusion in the Greater Norwich Local Plan (although recognising that the Plan has still to be examined).</p>

Reference	Relevant Representation	Applicant's Response
RR-001-2	<p>Landscape and visual impact</p> <p>The proposed scheme is located in a predominantly rural landscape characterised by agricultural land uses with dispersed settlements. The agricultural fields are enclosed by hedgerows with mature trees and small areas of woodland. The ES notes that the scheme has the potential for adverse impacts on landscape features and landscape character and mitigation is therefore proposed in response. Chapter 7 and 8 of the ES identify that hedges were not subject to a full assessment under the Hedgerow Regulations 1997, but an estimate of species richness was made in order to screen hedgerows for likely importance. Broadland District Council would expect to see a full assessment of hedgerows against the full 'importance' criteria of the Hedgerow Regulations. Although no objection is raised in principle, Broadland District Council would wish the above issue to be addressed and may wish to make representations on the landscape and visual effects of the project and the suitability of proposed mitigation through the examination process.</p>	<p>An assessment of all species rich hedgerows identified on site is reported in ES Appendix 8.13 Botanical Survey Report (APP-098), this reports on the likely importance of the hedgerows and potential for impacts upon them, this information is then reported within the relevant assessment sections of the ES Chapter 8: Biodiversity (previously APP-046) resubmitted at Deadline 1 (TR010040/APP/6.1 Rev 1).</p> <p>This assessment provides a robust and detailed survey of the hedges on site and is suitable for impact assessment. No further hedgerow survey is proposed during the examination as it is unlikely to provide any additional information that may affect the impact assessment conclusions.</p>
RR-001-3	<p>Impacts arising from noise, air quality and vibration</p> <p>Whilst the project is in a predominantly rural area, the scheme has the potential to impact on the amenity of local residents during the construction and operational phases as a result of noise, air quality and vibration. Although Broadland District Council raises no specific issues on these matters at this stage, we may wish to make representations on these issues through the examination process and ensure that these issues are adequately addressed in the Development Consent Order</p>	<p>The Environmental Statement reports on the potential impacts during construction and operation as well as the proposed mitigation and design decisions to minimise adverse effects and maximise beneficial opportunities of the Scheme where possible.</p> <p>Noise, air quality and vibration assessments are presented in the following:</p> <ul style="list-style-type: none"> • ES Chapter 5: Air Quality (APP-043) • ES Chapter 11: Noise and Vibration (previously APP-049) resubmitted at Deadline 1 (TR010040/APP/6.1 Rev 1) • ES Chapter 15: Cumulative Effects Assessment (APP-053)

Reference	Relevant Representation	Applicant's Response
RR-001-4	<p>Routes for walking, Cycling and Horse Riding</p> <p>The A47 acts as a barrier to north-south movement by non-motorised users particularly between Lingwood and North Burlingham. Within the locality are the Burlingham Woods Walks - a series of Public Rights of Way and permissive paths, well used by pedestrians and dog walkers, which provide opportunities for informal recreation to the north and south of the A47. The proposed scheme would sever Burlingham FP3 and redirect users east-west across the proposed B1140 crossing. Whilst the inclusion of walking and cycling facilities at this junction is welcomed, the severance of Burlingham FP3 results in a significant detour which could be avoided through the inclusion of a footbridge across the proposed A47 thereby connecting Burlingham FP3 with FP1. Broadland District Council are supportive of the County Council's position on this issue. Broadland District Council has also previously made comments about the potential for the inclusion of cycling and pedestrian routes between North Burlingham and Acle. Whilst it is noted that Highways England have identified that these are outside of the scope of the scheme, Broadland District Council would wish to reiterate that their inclusion would be welcomed on the basis that it would create sustainable access for those in North Burlingham to a greater range of shops and services in Acle, and mitigate pressure on the Broads by providing enhanced access for residents in the locality to access Burlingham Woods Walks. Conclusion Broadland District Council is strongly supportive of the scheme in principle subject to further consideration of the issues identified above. The Council wishes to continue to work pro-actively with the applicants as the application is progressed through to Examination to try to resolve any issues in respect of the above.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p>

RR-002 NORFOLK COUNTY COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-002-1	<p>While the County Council has long supported the principle of full dualling of the A47 – and this proposal is consistent with that objective – there are a number of detailed issues in respect of, amongst other things, local highway and access matters, flood risk and environmental management, and potential impact on delivery of council services that will need to be resolved ahead of any final decision on the DCO. The most significant item of concern continues to be the adequacy of the proposal in dealing with the A47 being a substantial barrier to walkers or other non-motorised users. Although Highways England has amended the application since the previous proposal, adding further provision at grade-separated junctions either end of the scheme, they have not addressed the issue on the main desire line at the central point. In addition, there are concerns about the arrangements relating to transfer of the current trunk road assets to the County Council following the scheme. In summary the County Council supports the principle of dualling the A47 between Blofield and Burlingham subject to the implementation of appropriate highway, historic environment, and surface water conditions / requirements being resolved through the DCO process. NB the County Council has already submitted a detailed statement to the Planning Inspectorate highlighting all issues it wishes to be resolved through the above process.</p> <p>(Substantive comments included in attached letter are below) https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010040/TR010040-000275-NCC%20Response%20to%20PINS,%20Blofield%20to%20North%20Burlingham%201.pdf</p>	<p>The Applicant notes the support in principle for the Scheme from Norfolk County Council.</p> <p>The detailed points raised in the letter accompanying the Relevant Representation are responded to in RR-002-2 to RR002-23 below.</p>

Reference	Relevant Representation	Applicant's Response
RR-002-2	<p>Overview Comments</p> <p>1.1 The principle of dualling the A47 is fully supported. This has been a longstanding objective of the county council. The county council leads the A47 Alliance, which has been campaigning for full dualling of the A47 from Lowestoft to the A1 at Peterborough with appropriate grade-separation. The current proposals largely meet this aspiration, providing a dual-carriageway standard A47.</p> <p>However, whilst the proposals include a grade-separated junction at the B1140, which is welcomed due to the casualty record at this junction and its role in serving HGV movements to Cantley, the proposals include only a limited-movement junction at Blofield.</p> <p>Norfolk County Council's principal concern with the scheme relates to the lack of provision proposed for non-motorised users wishing to cross the A47 in the middle of the proposal, in the vicinity of North Burlingham. The A47 has historically been a barrier to connectivity between the two settlements of Burlingham and Lingwood, in an area where permissive paths and the Public Rights of Way network are all popular. The county council has consistently pressed the applicant, Highways England, to provide a connection and considers that a suitable facility, in the form of an overbridge, should form part of the scheme proposals. More detail is provided later in our representation.</p>	<p>The Applicant notes the support in principle for the Scheme from Norfolk County Council and the recognition the Scheme forms part of a wider group of projects providing a dual carriageway standard A47.</p> <p>The Scheme Design Report (TR010040/APP/7.6 Rev 1) sets out the justification for the junction at Yarmouth Road and details the options considered. An all-movements junction was discounted due to the low use of the existing junction arrangement in the forecast future years dominant scenario with the strategic traffic model.</p> <p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p>
RR-002-3	<p>Detrunking Comments</p> <p>1.2 No agreement has been made to accept any current Highways England assets and we will not do so until an agreement process including exchange of data and provision of funding regarding assets which may require attention in the short to medium term has been completed. The agreement should be based on the condition and number of the assets to generate either a sum of funding to be transferred to Norfolk County Council, or the asset brought up to an as new or good condition. The county council would expect to receive a commuted sum, agreed with Highways England, for future maintenance of transferred assets.</p>	<p>The Applicant will work with Norfolk County Council to settle and conclude a detrunking agreement for the areas of highway that will no longer form part of the strategic road network, as well as new highway areas that would become the responsibility of the local highway authority.</p>

Reference	Relevant Representation	Applicant's Response
RR-002-4	<p>The county council is in agreement that the B1140 remains as a B class road, with the majority of other roads classed as C roads. We would, however, suggest two of the small cul de sac sections being U class rather than C class roads; these are located south of the new A47 where they realign for the over bridge and the access to the lagoon near Blofield.</p> <p>In reference to the lagoon near Blofield, this will be the responsibility of Highways England. We have suggested the need to engage with Norfolk County Farms as the farms track is on their land, indicating a private farm track with a PROW for pedestrians could be a viable route forward.</p> <p>For slopes and verges, clear indication is required, with demarcation possibly necessary, to confirm ownership for ongoing maintenance requirements. Clear numbering / labelling of signs posts for instance at a junction would be beneficial to help facilitate who is responsible for assets in the future. Trees will be retained near the cycle path; clarity is needed whether it is proposed that these will be NCC, Highways England or private owner boundary trees.</p>	<p>The Applicant confirms that the "Access Road" and "B1140 White House Lane" as denoted on the Classification of Roads Plans (APP-015) are proposed to be unclassified roads.</p> <p>The Applicant confirms that the "Infiltration Basin" will be the responsibility of Highways England.</p> <p>The Applicant has been engaging with Norfolk County Farms (NCF) in relation to the "Agricultural Access Track" and has agreed some minor modifications, as shown on updated the General Arrangement Plans (TR010040/APP/2.6 Rev 1), and that NCF will retain responsibility for the track. The responsibility of the PROW is still in discussion.</p> <p>The Applicant is continuing to engage with Norfolk County Council in respect of assets to be adopted and will continue to do so until agreed by both parties.</p>
RR-002-5	<p>Highways Impacts Comments</p> <p>1.4 The Transport Assessment sets out projected changes to traffic patterns and therefore the likely impacts on local roads and communities. Based on this assessment, we are satisfied that the extent of the impacts does not warrant further mitigation beyond that which is being proposed.</p> <p>1.5 At the A47 / Cucumber Lane junction at Brundall, Highways England have discussed taking forward a separate proposal, at a later date yet to be confirmed, encompassing traffic signals at this roundabout in order to accommodate peak-time traffic flows. We do not consider that this provides sufficient commitment to mitigation that has been identified as being needed. In addition, the county council does not support the solution that has been mooted by Highways England (signalisation of the roundabout junction) as it will lead to delays on the trunk and local road network throughout the day. We would like to have assurance that an appropriate solution can be identified and agreed; about the timing of its delivery; and commitment to its funding. We consider that Highways</p>	<p>The Applicant acknowledges NCC comments with respect to traffic impacts and mitigation.</p> <p>As stated in the Transport Assessment section 9.6.5 (TR010040/APP/7.7 Rev 1) the Applicant envisages that any potential congestion relief schemes taken forward will need to be progressed independently.</p>

Reference	Relevant Representation	Applicant's Response
	<p>England should commit to monitoring to ascertain whether, and at what point in time, a scheme at this junction is required.</p>	
RR-002-6	<p>1.6 The county council would also expect there to be minimum disruption on the local highway network during the A47 dualling construction period and would want to work with Highways England, or its contractors, on managing traffic during the works.</p>	<p>As the majority of the construction activities are offline the Applicant anticipates minimal disruption to the local highway network. Norfolk County Council will be kept informed as to any planned traffic management that may impact on their network such as a full road closure of the A47, which would be necessary to construct the final tie ins at each end of the scheme.</p>
RR-002-7	<p>Socio-Economic Issues Comments</p> <p>1.7 The county council would certainly want to see opportunities for inclusive growth and social mobility included in the socio-economic opportunities for Norfolk. We would be willing to work with Highways England or the appropriate agency to support this. The county council will continue to work proactively with Highways England to encourage apprenticeships, work experience and internships being included at an appropriate stage in the project.</p> <p>1.8 Productivity and other wider economic benefits will arise from the completed schemes. These include journey time savings and reliability improvements, benefitting businesses. These are to be welcomed.</p>	<p>The Applicant agrees with NCC regarding productivity and wider economic benefits arising from the scheme and is grateful to NCC for welcoming these positive benefits</p> <p>The Applicant and Galliford Try, as the Principal Contractor, will explore opportunities to encourage direct and indirect local employment, proportionate to the scale and timescale of the project.</p>
RR-002-8	<p>Air Quality Comments</p> <p>1.9 The county council supports improvements to air quality and would want to see continued monitoring including in operation of the scheme following construction.</p>	<p>The Applicant will continue to discuss this with NCC with a view to addressing it in the Statement of Common Ground (TR010040/EXAM/8.3)</p>
RR-002-9	<p>Cultural Heritage Comments</p> <p>1.10 Archaeology</p> <p>A significant amount of archaeological investigations has already been undertaken in association with the scheme. Geophysical surveys and archaeological trial trenching have been carried out within almost all of the 'redline' area of the proposed scheme. Following a review of reports on the geophysical survey and trial trenching the county council agreed an outline scope for post-consent archaeological mitigation with Highways</p>	<p>The Applicant notes the Norfolk County Council's acknowledgement of the surveys undertaken.</p> <p>Enhancement measures proposed relating to cultural heritage as a result of the assessment are reported in the ES Chapter 6: Cultural Heritage (APP-044). Enhancement measures to be carried forward by the Principal Contractor are included in the Environmental Management Plan (EMP (TR010040/APP/7.7 Rev 2)), including CH1, 2, 3 and 8 in Table 3-1: Record of Environmental Actions and Commitments.</p>

Reference	Relevant Representation	Applicant's Response
	<p>England's archaeological consultant at the end of November last year. We welcome any opportunities for enhancement of cultural heritage in the North Burlingham area as set out on page six of the Environmental Statement: Non-Technical Summary.</p> <p>1.11 Arboriculture At the time of writing, this topic is included within one of the documents that is inaccessible and marked 'confidential' and the response has been prepared in the absence of sight of this report. It is expected that all trees that require removal due to the impact of the scheme have been identified in this document and appropriate tree protection plans and method statements produced to safeguard trees that are suitable for retention. Considerations to elements such as lighting, sight lines (to junctions, signage and cameras etc), under and over ground utility installation, construction compounds and drainage will be appropriately considered at this stage. It is expected that this document will highlight how the scheme has identified and retained high quality trees where appropriate and that all of the arboricultural impacts feed into the landscaping scheme to clearly demonstrate net gain is achieved. The arboricultural assessments and recommendations outlined above should be in accordance with British Standard 5837 2012: Trees in relation to design, demolition and construction.</p>	<p>Trees identified for removal have been identified and are presented in ES Appendix 7.7 Arboricultural Impact Assessment (previously APP-084) (resubmitted at Deadline 1 (TR010040/APP/6.2 Rev 1)). This includes root protection areas and retention buffers to safeguard trees from the proposed works.</p> <p>The existing vegetation to be retained is also presented in the Masterplan- (TR010040/APP/6.8 Rev 1). The Environmental Management Plan (TR010040/APP/7.7 Rev1) includes the requirement to retain trees (L2 within the REAC).</p> <p>Trees identified by BS5837 are shown in the Arboricultural Impact Assessment Plan presented in the ES Appendix 7.7 Arboricultural Impact Assessment (previously APP-084) (resubmitted at Deadline 1 (TR010040/APP/6.2 Rev 1)).</p> <p>A complete BS5837 arboricultural assessment is proposed prior to construction.</p>
RR-002-10	<p>1.11 Landscape Comments From the information that is currently available, overall, the methodology is sound and uses appropriate guidance to inform the process. The identification of receptors and their sensitivities appears appropriate.</p> <p>Paragraph 7.9.7 (of Chapter 7 of the Environmental Statement: Landscape and Visual Effects) details the proposed mitigation during construction, this appears appropriate, although officers have been unable to identify any mapping where bunds and storage mounds are shown.</p> <p>Paragraph 7.9.8 details mitigation during operation, and this is additionally shown on TR010040/APP/6.8. It would be beneficial to have further details of the proposed planting included, such as species mix, seed mix etc...</p>	<p>The Applicant notes Norfolk County Council's acknowledgement of methodology of the assessment.</p> <p>The location of bunds and storage mounds will be considered at the detailed design stage. Environmental considerations and monitoring requirements for storage of material during construction is included in the first iteration of the EMP (TR010040/APP/7.7 Rev 1) as part of the REAC, including G6, G11, CH4, GS1 and M1.</p> <p>An indicative species list is included as part of the Masterplan (APP-118). Specific heights/species are included as a requirement where necessary for mitigation identified in the Environmental Statement. This is noted in the REAC of the EMP (TR010040/APP/7.7 Rev 1).</p> <p>ES Appendix 7.7 Arboricultural Impact Assessment ((previously APP-084))</p>

Reference	Relevant Representation	Applicant's Response
	<p>Paragraph 7.10.4 onwards details vegetation removal, but more detail is assumed to be in the arboriculture survey, which is currently unavailable. The council would want to see this demonstrated graphically so that the overall impacts can be seen.</p> <p>The effects on receptors during construction appears to have been considered sufficiently, and the identification that for many of these the effects will be moderately and largely adverse is noted. We also broadly agree with the conclusions drawn regarding effects during operation, the effects would be much more adverse immediately following completion, and for some time afterwards, but would decrease to negligible when planting matures (demonstrated from a fifteen-year perspective).</p> <p>The impacts of lighting both from introduced lighting, and those of elevated headlights are concerning, and would largely still be noticeable for many years into the operation of the road. The impact on overall light pollution and an increase in the lighting of the sky should also be considered. Whilst not a particularly noted area of dark sky, this scheme has the potential to increase the overall areas light pollution considerably.</p> <p>There is potential for development of the Community Woodland as part of the wider landscaping scheme to not only offer benefits to the landscape from a biodiversity perspective, but also from a health and wellbeing perspective offering local access to green space where the shortened route to Burlingham Woods has been severed.</p>	<p>submitted as part of the Environmental Statement has been resubmitted at Deadline 1 (TR010040/APP/6.2 Rev 1).</p> <p>The Applicant notes Norfolk County Council's acknowledgement of conclusions of the assessment for operational effects.</p> <p>Through ensuring lighting design complies with British Standards and Institution of Lighting Professional's GN01:2021 guidance, obtrusive light with the potential to affect Dark Skies and other sensitive features, such as ecologically sensitive receptors will be limited in accordance with Environmental Zone criteria. The purpose of Environmental Zone criteria is to ensure the potential for obtrusive light (light pollution) to occur is restricted, through placing maximum limits on light spill, upward light and glare. Additionally, DMRB places limits on the maximum permitted light source intensity at critical angles from the luminaire, the purpose of this is to further reduce the potential for adverse levels of upward light from the luminaires to contribute towards sky glow.</p> <p>The Applicant has recently secured additional funding to review potential biodiversity opportunities around the scheme. The Applicant will work with NCC to develop a feasibility study to assess the biodiversity opportunities of the Lingwood Community Woodlands (LCW).</p>
RR-002-11	<p>1.12 Biodiversity Comments</p> <p>As stated in the council's previous response to the Section 42 consultation (September 2018), we would wish to see the original reports before we are able to say if we agree or disagree with the assessments made.</p> <p>At this stage, we broadly agree with the scope of the ecology work but we are not able to make comment on the appropriateness of the survey data, or the assessments of impacts.</p> <p>There are some key concerns regarding the limitations of some of the protected species surveys, and the intention to 'complete surveys prior to construction.'</p>	<p>Biodiversity chapter and associated appendices have been submitted as part of the Environmental Statement and are available on the pINS website for review.</p> <p>The ES Chapter 8: Biodiversity (previously APP-046, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) is supported by the following appendices:</p> <ul style="list-style-type: none"> • Appendix 8.1: Legislation and policy framework (APP-086) • Appendix 8.2: DMRB biodiversity evaluation assessment methodology (APP-087) • Appendix 8.3: 2018 Bat survey report (APP-088) • Appendix 8.4: 2018 Breeding bird survey report (APP-089)

Reference	Relevant Representation	Applicant's Response
	<p>The Environmental Statement Non-Technical Summary states that "It was not possible to complete surveys due to COVID-19 restrictions during the survey window. These will be completed prior to construction."</p> <p>The extant government circular on planning and biodiversity (Circular 06/2005) makes it explicit that "the presence or absence of protected species, and the extent to which they could be affected by a proposed development, should be established before planning permission is granted, since otherwise all material considerations might not have been considered in making the decision."</p> <p>Paragraph 116 of the same circular also states: "When dealing with cases where a European Protected Species may be affected, a planning authority has a statutory duty under Regulation 3(4) to have regard to the requirements of the Habitats Directive in the exercises of its functions.</p> <p>Further the Directive's provisions are clearly relevant in reaching planning decisions, and these should be made in a manner which takes them fully into account ...".</p>	<ul style="list-style-type: none"> • Appendix 8.5: Wintering bird survey report (APP-090) • Appendix 8.6: Confidential Badger survey report (APP-091) • Appendix 8.7: Terrestrial invertebrate report (APP-092) • Appendix 8.8: Great crested newt survey report (APP-093) • Appendix 8.9: Reptile survey report (APP-094) • Appendix 8.10: 2020 Bat survey report (APP-095) • Appendix 8.11: Bat Activity crossing point survey report (APP-096) • Appendix 8.12: 2020 Breeding bird and barn owl survey report (APP-097) • Appendix 8.13: Botanical survey report (APP-098) <p>Large scale ecology surveys of this type frequently encounter obstacles (access restrictions, weather, technical failures among others) that mean they have limitations, and the COVID-19 pandemic enhanced these restrictions. However, the long duration of these projects allows for significant re-survey to occur and is in fact required for European Protected Species licensing to ensure that the data submitted for licensing is as up to date as possible.</p> <p>The level of survey data collected, while acknowledging limitations, is sufficient to assess the potential impacts on the ecological receptors including European protected species.</p> <p>Further ecology surveys and the presence of an Ecological Clerk of Works on site are included, where relevant, in the REAC of the EMP (TR010040/APP/7.7 Rev 2) and will be required prior to construction.</p>
RR-002-12	<p>1.13 Bats</p> <p>We have recently downloaded the bats information from the PINS website which was previously marked confidential and will review this and provide comments regarding the level of assessment that has taken place for bats, in particular for barbastelle bats.</p> <p>The risk to bats is significant due to the presence of barbastelle bats, which are protected under the Conservation of Habitats and Species Regulations 2017 and nationally important.</p>	<p>The Zone of Influence (ZoI) relates to the predicted impact zone of the scheme for the proposed works. This was set according to the standards set out in DMRB LA108 and CIEEM EclA guidance (CIEEM 2018).</p> <p>The project may overlap with the Core Sustenance Zone (CSZ) of bat roosts (both known and unknown) and potential impacts on these are assessed through the impact assessment process including impacts on foraging and commuting habitat (this assessment included extensive bat activity and crossing point surveys). This information determines the level</p>

Reference	Relevant Representation	Applicant's Response
	<p>The Bat Conservation Trust (BCT) www.bats.org.uk, has evidenced the Core Sustenance Zone (CSZ) for barbastelle bats to be 6km in radius. However, from the information seen in the Environmental Statement, barbastelle bats have only been considered at a 2km radius, based on results of the Norfolk Biodiversity Information Service Data Search and subsequent surveys. No reference to CSZs was found in the relevant sections; Chapter 8 Biodiversity or Chapter 6.4 Environmental Statement Non Technical Summary.</p> <p>A (CSZ) refers to the area surrounding a communal bat roost within which habitat availability and quality will have a significant influence on the resilience and conservation status of the colony using the roost.</p> <p>The scheme might not therefore provide adequate assessment on the level of bat use in the area.</p> <p>Other issues such as Lighting Schemes, mitigation for reptiles, amphibians, mammals, birds will be commented on once the relevant reports are available.</p>	<p>of potential impact on bats (of all species) that have been recorded as present on site and in the surrounding habitat (regardless of known CSZ's of individual roosts).</p> <p>The risk to bats is acknowledged within the ES Chapter 8: Biodiversity (previously APP-046, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) resulting in the Moderate adverse residual impact assigned to bats. The level of assessment is considered adequate for the purpose of the EIA process.</p>
RR-002-13	<p>1.14 Lingwood Community Woodland Lingwood Community Woodland is on land owned by Norfolk County Council / County Farm Estate.</p> <p>It would be expected that the Norfolk County Council Environmental Policy 2019 be considered. Four key aims of the Environmental Policy are:</p> <ul style="list-style-type: none"> • Recovering nature and enhancing the beauty of landscapes • Connecting people with the environment to improve health and wellbeing • Using and managing land sustainably • Increasing resource efficiency and reducing pollution and waste. <p>Detail of the planting plan could not be found. We would expect to see a design for the layout and species mix of the replacement and additional woodland planting. The replacement and additional woodland should consider the need for rides (linear trackways designed for access) for walking and access for management and open glades.</p> <p>There is an opportunity to enhance biodiversity with features such as a</p>	<p>ES Chapter 7 Landscape and Visual (APP-045) presents the findings of the Landscape and Visual Impact Assessment (LVIA) including baseline conditions, the potential impacts of the Scheme upon surrounding landscape and visual receptors and identification of appropriate mitigation.</p> <p>The overarching mitigation principles embedded in the Proposed Scheme design (which address strategic and policy derived objectives and location specific screening and integration functions) include: -</p> <ul style="list-style-type: none"> • Protection and enhancement of the landscape character and sense of place by: <ul style="list-style-type: none"> o retaining the pervading sense of openness where this is consistent with a balanced preference for visual screening o integrating Proposed Scheme infrastructure (notably elevated overbridges) through appropriate use of planting to contribute to visual screening o reinforcing existing plantation character with woodland planting where this is consistent with the surroundings o reinforcing existing field boundaries with individual trees and

Reference	Relevant Representation	Applicant's Response
	<p>suitable wildflower mix, mixed species understory with standard trees, areas of hazel coppice, Norfolk variety fruit trees, and benches for walkers to rest or watch wildlife.</p> <p>There is an opportunity to develop the community woodland as a habitat for wildlife and also as a destination for local people that will experience a longer walking distance to Burlingham Woods as a direct result of dualling the road at this location (see also Sections 3.43-3.47 dealing with provision for walking and cycling).</p>	<p>hedgerows where the field pattern is a notable component of the landscape</p> <ul style="list-style-type: none"> o including for translocation and reinstatement of important hedgerows o providing an appropriate Blofield 'gateway' semi-ornamental landscape treatment at the A47 junction with Yarmouth Road o retaining or replacing and reinforcing existing vegetation where this contributes to the distinctive qualities of the landscape, including a notable line of poplar trees on the north-eastern edge of Blofield o selecting plant and grass species appropriate to the locality to maintain consistency with the appearance of the area <ul style="list-style-type: none"> • Protection of views of 'community importance' associated with the eastern landscape setting of Blofield. This would be achieved through a range of proposed landscape treatments including woodland, hedgerows and individual trees to integrate the Proposed Scheme without detriment to the general visual outlook. <p>A layout of existing/replacement planting (including woodland) is presented in the Masterplan (TR010040/APP/6.8 Rev 1). An indicative species list is also included as part of the Masterplan. Specific heights/species are included as a requirement where necessary for mitigation identified in the Environmental Statement. This is noted in the REAC of the EMP (TR010040/APP/7.7 Rev 2).</p> <p>A Walking, Cycling, Horse-riding Assessment and Review (WCHR) process has been undertaken as part of the Scheme and is summarised in ES Chapter 12 Population and Human Health (APP-050). The scheme creates new footpaths and cycleways, improving public access to the countryside</p> <p>The area within the Order Limits is the land required to construct and operate the Scheme. Land required temporarily for construction will be returned to its former use and measures are included within the REAC to protect agricultural soils (TR010040/APP/7.7 Rev 2).</p> <p>The Scheme aims to avoid the creation of waste followed by, recycling, recovery and disposal to landfill as per the internationally recognised waste</p>

Reference	Relevant Representation	Applicant's Response
		<p>hierarchy, (see ES Appendix 10.3 Outline SWMP (previously APP-102, resubmitted at Deadline 1 TR010040/APP/6.2 Rev 1)). The EMP (TR010040/APP/7.7 Rev 2) describes the environmental mitigation measures that would be implemented during construction including measures to minimise waste:</p> <ul style="list-style-type: none"> • re-using waste generated on-site • use of site-won or recycled material assets • use of material logistics planning to manage responsible local resourcing of material assets minimal ordering of materials, appropriate segregation and storage-site by waste type, to <p>The Applicant has recently secured additional funding to review potential biodiversity opportunities around the scheme. The Applicant will work with NCC to develop a feasibility study to assess the biodiversity opportunities of the Lingwood Community Woodlands (LCW).</p>
RR-002-14	<p>1.15 Geology and soils Comments</p> <p>No comments in respect of this particular topic in the submission.</p>	<p>The Applicant acknowledges this response.</p>
RR-002-15	<p>1.16 Material Assets & Waste Comments</p> <p>The Mineral Planning Authority (MPA) welcomes the inclusion of a Mineral Impact Assessment as part of the proposed scheme. The MPA agrees with the summary of mineral resources within the scheme and the constraints which are outlined in paragraph 10.4.6 (of the Mineral Impact Assessment). The MPA also agrees with the assessment of reuse suitability of site-won materials as outlined paragraphs 10.6.5- 10.6.7.</p> <p>The MPA notes that an estimate of 22,400m³ of site won material is likely to be extracted during the construction phase, in paragraph 10.6.8.</p> <p>The MPA recognises that this an estimate and that a full assessment of the reuse potential of material will be required as it is excavated. Paragraph 10.6.9 states that the scheme has a significant earthworks material deficit, and therefore any opportunity to reuse the excavated material will be taken.</p>	<p>The Applicant is grateful to Norfolk County Council for its indication that mineral safeguarding has been addressed</p> <p>The Environmental Statement includes Appendix 10.4: Minerals Impact Assessment (APP-103). The EMP (AS-009) includes Annex B.3 Materials Management Plan (MMP).</p>

Reference	Relevant Representation	Applicant's Response
	<p>In conclusion, the MPA considers that the Mineral Impact Assessment appropriately assesses the safeguarded mineral resources for the proposed scheme and contains an appropriate strategy for identifying suitable material for reuse in the construction phases of the scheme.</p> <p>Norfolk County Council, in its capacity as the Mineral Planning Authority, considers that if the scheme is required to follow the strategy outlined in the Mineral Impact Assessment this will effectively address mineral safeguarding issues relating to resource sterilisation.</p>	
RR-002-16	<p>1.17 Noise and Vibration Comments</p> <p>The county council would expect disruption to be kept to a minimum during the A47 dualling construction period and would want to work with Highways England, or its contractors, on managing traffic during the works.</p>	<p>The Applicant acknowledges the points raised by Norfolk County Council and will continue to work with Norfolk County Council throughout the construction period.</p> <p>The EMP (TR010040/APP/7.7 Rev 2) includes Annex B.5 Construction Noise and Dust Management Plan, and Annex B.6 Construction Communication Strategy.</p>
RR-002-17	<p>1.18 Population and Human Health Comments</p> <p>In summary:</p> <ul style="list-style-type: none"> • Additional and new non-motorised travel, commuting and longer-distance recreation choices have been created with the cycle lane along the northern side and a footpath along the southern side of the new highway • Local, on-the-doorstep, short distance welfare recreation choices, however, will be further limited by the current alignment: <ul style="list-style-type: none"> o Burlingham Footpath 3 (FP3) is to be severed and no crossing point provided: <ul style="list-style-type: none"> o North/south non-motorised user (NMU) movement is already restricted by the A47, but the dual carriageway will be a complete barrier (there is no crossing provision) o The proposal doesn't discourage use of cars to access local points of interest and recreation • The concerns the county council raised previously, in discussion with Highways England and the Section 42 consultation, have not been addressed. • Whilst NMUs will be able to travel north-south via the new cycle and footpaths, at the road junctions either end of the scheme, this is a 	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking</p>

Reference	Relevant Representation	Applicant's Response
	<p>significant east-west increase in distance alongside a busy dual carriageway and so only suited to some recreation (eg running/cycling) choices while limiting others (dog-walking, welfare walking/cycling)</p> <ul style="list-style-type: none"> • Linkages between the Parishes of Lingwood and Burlingham would effectively be severed. <p>To address these concerns, the council feels that it is imperative that in addition to all the NMU provision proposed:</p> <ul style="list-style-type: none"> • A bridge should be installed on the alignment of FP3 to enable NMU north south movement across the A47 keeping local connectivity and continuity. This should be a green bridge to add to the ecological mitigation measures necessary for this scheme and further enhance tangible well-being measures • The new footpath proposed along the southern boundary of the new highway should be of a higher status than footpath, ie a multi-user path so that it links with the proposals for the north side provision, again enabling NMU connectivity and continuity and so further widening choice and opportunity. It seems at odds to segregate and limit usage when the infrastructure is already going in • All new cycle and footpath provision must tie in with footways and safe crossing points at all junctions to ensure NMU traffic does not meet 'dead ends' or have to utilise the highway at busy junctions or slip roads. <p>As set out in the Walking, Cycling and Horse riding Review, Highways England is suggesting that the cost of this provision could be met locally from CIL. However, as the crossing is considered to be directly related to the dual carriageway scheme, the council would expect Highways England to deliver it. There is an agreed, clear and concise process within Greater Norwich for CIL allocation and this would need to be followed should CIL be sought for this scheme. However, Greater Norwich has received circa £26m CIL in total since 2014, most of which is already allocated, and the first £4m in each forthcoming year is already pre committed (£2m NDR and £2m education). It is very unlikely therefore that there would be sufficient CIL available to fund a bridge, and funding for it would need to compete with other projects including Long Stratton Bypass, East Norwich and projects in the North East Growth Triangle. As a point of detail, the GNIP reports infrastructure delivery, but there are no funding commitments within it. The five-year Infrastructure Investment Plan is where CIL commitments are made.</p>	<p>trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3 are unlikely to deter recreational trip makers.</p> <p>Local, on-the-doorstep, short distance welfare and recreation choices will be increased by the provision of the new public footpath running east west and to the south of the new A47 and the new shared footway / cycleway running between east west along the former A47.</p> <p>Linkages between the Parishes of Lingwood and Burlingham will not be severed due to the provision of the crossing facilities at the Blofield Overbridge and the North Burlingham Junction.</p> <p>The Applicant considers that the concerns raised as part of the Section 42 Consultation in connection with non-motorised users have been appropriately addressed.</p> <p>The Applicant considers that there is no requirement for an additional overbridge for NMU on the alignment of Burlingham FP3 due to the provision of the new public footpath and the pedestrian and cyclist facilities provided at the North Burlingham Junction.</p> <p>Burlingham FP3 is a public footpath so cannot be used legally by cyclists and equestrians. The proposed new footpath will have the same legal status of Burlingham FP3 and will ensure that users do not meet a 'dead end' where the footpath is diverted. All existing cycle trips between Lingwood and North Burlingham and between other destinations north and south of the A47 are required to make use of the local highways and cross the A47 at the existing at-grade junctions. Cyclists facilities will be incorporated at the North Burlingham Junction to facilitate the safe north south movements across the A47 and the new shared footway / cycleway along the northern frontage of the former A47 will facilitate east west cycle movements between Blofield and North Burlingham. As such, there is no requirement for the proposed new public footpath to be of higher status.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The Council's comments with respect to use of CIL are noted.</p>
RR-002-18	<p>1.19 As this is a major issue, it is suggested that the response expands on the summary above, repeating the comments made previously in response to the Section 42 consultation; as follows:</p> <p>The A47 has historically been a barrier in public access separating the two settlements of Burlingham and Lingwood. Burlingham Woods, north of the A47, associated permissive paths and the Public Rights of Way network are all popular with pedestrians and dog walkers. The surveys conducted by Highways England (in advance of the Section 42 consultation and in recognition of the concerns of the county council) support this, with 90 users having walked along Burlingham FP1 one Sunday. Other days in the Highways England survey showed consistently high use. However, it was noted that very few users, and on most days no-one, would choose to cross the A47. Usage (according to the Highways England PEIR Report) of the Public Rights of Way network south of the A47 was recorded as low.</p> <p>Two close settlements having such a huge contrast in usage indicates that the A47 is likely to be acting as a substantial barrier to walkers.</p> <p>1.20 The A47 Dualling Scheme has the opportunity to change this and with the right improvements can significantly enhance the Rights of Way network in this area.</p> <p>Whilst a footway has been proposed along with access across both road junctions, which in theory provide north south connections, the proposal (comprising a footway running parallel to the road) is not considered to be perceived as safe and attractive for families and dog walkers. This scheme could offer significant benefit for users if, wherever possible, a multi-user path was provided set back from the road rather than alongside the road. Some screening could also be used to further enhance the route, this would be more attractive for families with pushchairs, cyclists and dog walkers who are all looking to access the woods to the north.</p>	<p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This reflected in the survey results.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The new shared footway / cycleway along the northern frontage of the former A47 will improve accessibility for pedestrians and cyclists between Blofield and North Burlingham and the proposed form of the infrastructure is proportionate to likely future user activity in the area. The volumes, HGV content and speeds on the former A47 will be much reduced as part of the Scheme making this new infrastructure attractive to users. As such, there</p>

Reference	Relevant Representation	Applicant's Response
	<p>The most important improvement Highways England have the opportunity to make is installing a footbridge across the A47 connecting Burlingham FP1 and FP3 (these footpaths run north-south at the eastern end of the settlement of Burlingham; on either side of the A47) and ultimately providing a safe off-road link connecting the parish of Burlingham but furthermore offering links to South Walsham in the north and Strumpshaw in the south.</p> <p>The alternative (to a new crossing of the A47 at Burlingham) is walking considerably further to gain access at the proposed road bridges (west and east of Burlingham, both some 1500m from FP1 and FP3). This route will not be considered safe or appealing to families, cyclists or dog walkers.</p> <p>In summary, a new bridge would provide a much-needed missing link in the network, will offer a safe route for all users, and ultimately connects rural paths bringing two communities together.</p>	<p>is no requirement to provide an additional offline multi-user route.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction. The Applicant considers that there is no requirement for an additional overbridge to provide a connection between Burlingham FP1 and FP3 due to the lack of need for such a facility. Users of Burlingham FP1 do not choose to cross the A47 as Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the Burlingham Woodland Walks.</p> <p>The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3 are unlikely to deter recreational trip makers.</p>
RR-002-19	<p>1.21 Related to the above, previous funding bids were submitted to Highways England to create a Burlingham-Lingwood walking and cycling link. This aims to create a walking and cycling bridge across the A47 south of Burlingham Woods to provide connection between Lingwood, Lingwood Station and the Burlingham estate trails network to the south and Burlingham Woodlands and businesses to the north of the A47.</p> <p>Burlingham Woods forms part of Norfolk County Council's Trails network and provides important connections between local settlements and a number of amenity spaces in this part of Norfolk. The scale of planned housing growth in east Broadland has led to a new focus on enhancing and expanding the core of Burlingham Woods at the heart of the Burlingham estate, to provide new green open space, connections and facilities for the wider population.</p> <p>This connection could encourage greater use of Burlingham Woods, the</p>	<p>The Applicant considers that the Scheme provides reasonable new and improved infrastructure for pedestrians and cyclists which improves accessibility and is proportionate to likely future user activity in the area. In combination with the existing facilities, the proposed pedestrian and cycling infrastructure would provide improved and safe connections between Blofield and North Burlingham and between Lingwood and North Burlingham. In addition, the two grade separated crossing points proposed at the Blofield Overbridge and at the North Burlingham Junction address the existing severance issues by removing the A47 as a barrier to non-motorised users thereby mitigating the environmental and social impacts of the Scheme and correcting an historic problem.</p>

Reference	Relevant Representation	Applicant's Response
	<p>woods and estate green space is considered key in relieving pressure on the most sensitive designated Broads sits in the vicinity. It would also encourage residents south of the A47 in Lingwood and surrounding areas to use the Burlingham Woods trail to the north. The proposal is complementary to a wider ongoing project by Norfolk County Council, Broadland District Council and the University of East Anglia to expand the area and offering at Burlingham Woods.</p>	
RR-002-20	<p>1.22 Road Drainage and the Water Environment Comments</p> <p>The Lead Local Flood Authority (LLFA) team has been in contact with Highways England's project design team providing initial reviews of the flood risk assessment and drainage strategy.</p> <p>The drainage strategy has been developed in accordance with the Design Manual for roads and Bridges (DMRB) guidance, as have those for the other A47 schemes in Norfolk. The design guidance provided by DMRB is derived from a variety of planning policies, regulations, legislation and directives applicable in England, some of which have been updated. DMRB LA113 in section 2.13 and section 4.3 in DMRB CG 501 state all schemes designs shall include the latest climate change allowances in accordance with relevant national legislation requirements. The climate change allowances applied within the proposed drainage strategy have been superseded. The most recent guidance was updated in July 2020, although the updating of the peak rainfall allowances occurred previously in December 2019. The LLFA considers that the presence of the road structures footprint would be expected to last into the 2080s epoch (2070 to 2115) within the climate change guidance. This means the DMRB CG 501 advice in relation to the application of climate change is no longer in line with the current DMRB guidance. This has been addressed in the other schemes although it has not been raised as a point until now on this scheme.</p> <p>The proposed drainage design should apply the latest climate change allowances and would lead to the application of a 40% allowance to the drainage design rather than the 20% currently reported. As the scheme has tested the drainage design with the 40% climate change allowance, we are aware there is capacity available within the attenuation features for</p>	<p>The Applicant can confirm that the detailed design of the drainage systems will be in accordance with DMRB CG 501 – Design of Highway Drainage Systems (as set out in ES Appendix 13.2 Drainage Strategy (APP-110)). Section 5.3 confirms that an allowance for 40% climate change is required.</p>

Reference	Relevant Representation	Applicant's Response
	this allowance.	
RR-002-21	<p>1.23 Climate Comments</p> <p>Norfolk County Council adopted its Environmental Policy at the end of 2019. This included a commitment to move towards carbon neutrality across all sectors by 2030. Emissions from the trunk road network would be included within this. In order to help meet the commitment in its environmental policies the council would want Highways England to commit to undertaking work across the trunk road network to understand in more detail the carbon emissions arising from use of this network and how these might be mitigated.</p> <p>The county council would want to work closely with Highways England to identify measures to reduce carbon emissions on the trunk road network, eg by installation of Electric Vehicle charging points to encourage electric vehicles, and understand how these will be brought forward, their impact on emissions reduction and how they dovetail with measures that local partners are taking on the local transport network and across other sectors.</p>	<p>Information on carbon emissions relating to the Proposed Scheme is provided in the ES Chapter 14: Climate (AS-004).</p> <p>The Applicant has recently secured additional funding to review potential environmental opportunities around the scheme. The Applicant will work with NCC to develop potential feasibility study to assess the implementation of such opportunities.</p>
RR-002-22	<p>1.24 Public Health Comments</p> <p>The county council makes the following general comments in respect of its role as having public health responsibilities:</p> <ul style="list-style-type: none"> • Welcome reductions in driver stress for both general well-being and accident reduction potential • Easier and safer access across the A47 for pedestrian, cycling and equine modes of transport would be welcomed. The council would want to ensure where possible that severed access for these non-motorised users where existing routes are cut off is still easy to reach and does not make physical activity and access to existing paths and networks more difficult • Severing of existing routes should as far as possible not result in increased traffic through villages and residential areas • Residents currently or likely to be affected by noise, vibration and potential increased pollution are screened for impact and potential mitigating action • Highways England should give consideration to the possible impacts on 	<p>The Applicant acknowledges the points raised by Norfolk County Council Highways England aims to improve the traffic flow, reducing journey times on the route, increasing the route safety and resilience, and improving the environment.</p> <p>Impacts on non-motorised users are considered in ES Chapter 12: Population and Human Health (previously APP-050 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1). Mitigation and enhancement measures for safer crossing points and diversions for existing routes are included in the design and shown on General Arrangement Drawings (TR010040/APP/2.6 Rev 1).</p> <p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the</p>

Reference	Relevant Representation	Applicant's Response
	<p>agricultural and allotment lands through increased NOx and associated ozone generation.</p>	<p>results, which supports the Applicant's conclusion, is set out in Appendix A. ES Chapter 11: Noise and Vibration (previously APP-049 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) considers potential impacts of the Scheme. The approach to this assessment follows the Scoping Report (February 2018) and subsequent agreed Scoping Opinion (March 2018) (APP-116), in combination with DMRB LA 111. As per DMRB LA105, nitrogen sensitivity is only assessed on designated sites with nitrogen sensitivity.</p>
RR-002-23	<p>1.25 Discharge of Requirements Comments</p> <p>There are ongoing discussions with the applicant and the District Councils affected by this scheme as to how best the discharge of requirements should be undertaken. One option might be that there is a single "lead" Authority discharging the requirements. An alternative option would be that each local authority discharge those requirements within their respective area / statutory remit. It is understood that the applicant is prepared to fund the above "discharging" work given the significant resource implication.</p>	<p>The Applicant is continuing discussions with Norfolk County Council and Broadland District Council regarding the draft Requirements as set out in the dDCO (TR010040/APP/3.1 Rev 1).</p> <p>As the application is for a highway scheme the dDCO Schedule 2 (APP-016) includes for the Requirements to be discharged by the Secretary of State following consultation with the appropriate body for the particular requirement.</p>

RR-003 SOUTH NORFOLK COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-003	<p>The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk seeks to enhance the transport system in order to develop the role of Norwich as a Regional Transport Node. This is to be achieved by, amongst other things, promoting improvements to the A47. This strategic aim is echoed in the emerging Greater Norwich Local Plan (GNLP), which supports strategic infrastructure improvements that support the growth needs of the area. The emerging GNLP specifically refers to improvements to the A47 between Blofield to North Burlingham as one of the schemes that will help the plan achieve its aims. The Regulation 19 Publication of the GNLP was undertaken between 1 February 2021 and 22 March 2021 and is anticipated to be examined between November and December 2021. As such, the Blofield to North Burlingham dualling scheme is given in principle support by the existing and emerging development plan and the scheme is supported in principle by South Norfolk Council</p>	<p>The Applicant notes the support in principle by South Norfolk Council for the Scheme and the Scheme's inclusion in the Greater Norwich Local Plan (although recognising that the Plan has still to be examined).</p>

RR-004 HEMBLINGTON PARISH COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-004-1	<p>TR010040 A47 Blofield to North Burlingham Development Consent. Hemblington Parish Council wishes to make the following representations in respect to this proposed development.</p> <p>1. Eastern Bridge proposal. This bridge design is predicated on the heavy traffic to the Cantley sugar refinery. Has a risk assessment been made as to the likelihood of Cantley's remaining in production in the longer term, given doubts as to how profitable sugar beet farming will be (it has been abandoned by several local farmers in recent weeks), and reports that the number of sugar beet refineries will need to be reduced in the future?</p>	<p>The traffic modelling takes account of what is known now and takes into consideration future developments or changes in use, as set out in the uncertainty log. The uncertainty log is agreed with the local authority and does not allow for any changes relating to Cantley sugar refinery. The traffic modelling results indicate that even without the demand from the Cantley sugar refinery, the proposed Eastern Bridge (B1140) is still required due to the high volume of traffic on A47 in 2040.</p> <p>The SATURN modelling analysis of the core scenario for the Transport Assessment (TR010040/APP/7.3 Rev 1) and the economic appraisal (set out in Section 5) is primarily based on the 2015 and 2016 traffic data for the neutral months of May, June and July. Therefore, the SATURN model does not explicitly account for the extra demand generated from the Cantley sugar refinery during its seasonal period. Whereas the VISSIM</p>

Reference	Relevant Representation	Applicant's Response
		<p>and PICADY, operational modelling includes the additional seasonal HGV demand as it is based on 2019 October data. Therefore, it considered the overall modelling assessment is suitable for covering both seasonal 'high' and non-seasonal 'low' HGV Cantley sugar refinery demand scenarios. Furthermore, it should be noted that the Scheme A47/B1140 Junction design contributes to improving A47 journey times (see APP-122 section 7.6, approximately 15% to 30% depended on direction and time period in 2025) and road safety (see section 7.11). In total, COBA-LT analysis indicates that, over a 60-year timeframe the Scheme's improvements will save a total of 190 accidents and 29 KSIs (killed or seriously injured). The Scheme Design Report (TR010040/APP/7.6 Rev 1) sets out the justification for the proposed junction arrangement in section 4.6.</p>
RR-004-2	<p>2. Yarmouth Road bridge. The preference of the Council remains for a roundabout rather than bridge (on environmental grounds) but it is reassured by the greater clarity that access from High Noon Lane will be closed off and that the road depicted as joining the new road is simply an access road from the Sparrow Hall properties. However, the detail as to the point at which High Noon would be closed off would be appropriate at this stage.</p>	<p>The Scheme Design Report (TR010040/APP/7.6 Rev 1) sets out the justification for the junction at Yarmouth Road and details the options considered.</p> <p>High Noon Lane will be closed off at the junction with the A47, whilst still maintaining access to the adjacent farmland from the existing road. Fencing will be provided across the existing junction to prevent unauthorised access.</p>
RR-004-3	<p>3. An overriding concern remains that this development will encourage greater traffic flow through Hemblington and the adjoining rural roads to Blofield for access westwards and to the Cucumber lane roundabout. Pre-lockdown the build-up of traffic towards this roundabout caused considerable delays which will be exacerbated by this development. It is therefore extraordinary that no consideration seems to have been given to this roundabout as part of the overall scheme. A more economical and environmentally friendly road design without two bridges might allow resources to be devoted to this vital improvement of this roundabout</p>	<p>As stated in the Transport Assessment section 9.6.5 (TR010040/APP/7.3 Rev 1) the Applicant acknowledges that congestion is forecasted to increase at the A47/Brundall roundabout. However, that the roundabout has existing traffic congestion issues in the 2015 base year scenario. These base year traffic congestion operational issues will be exacerbated by forecasted traffic growth. Therefore, the implementation of the Scheme is not the underlying reason for the capacity related operational issues at the junction.</p> <p>The Applicant envisages that any potential congestion relief schemes taken forward will need to be progressed independently.</p>

RR-005 LINGWOOD AND BURLINGHAM PARISH COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-005-1	Comments from Lingwood and Burlingham Parish Council. We welcome the dualling of the A47 but wish to make the following points.	The Applicant acknowledges the support from Lingwood and Burlingham Parish subject to the remainder of their comments in their Relevant Representation.
RR-005-2	<p>1. The A47 bisects our parish, and the people of Lingwood and Burlingham have consistently asked Highways England to include the following in its plan:-</p> <p>a) An underpass or bridge for walkers, cyclists and horse riders to replace the existing FP3. (Preferably an underpass as horses may not cross a bridge, this will also assist wildlife crossing). Note:- Highways England has not acknowledged the petition signed by 1,035 people who say they would use such an underpass or bridge.</p> <p>b) A footpath/cycleway between North Burlingham and Acle to enable the people of the parish to access essential amenities in Acle without the need to drive.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking</p>

Reference	Relevant Representation	Applicant's Response
		<p>distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3 are unlikely to deter recreational trip makers.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The Institution of Highways and Transportation (IHT) document, '<i>Providing for Journeys on Foot (2000)</i>', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Acle exceed the preferred maximum walking distances. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result</p>

Reference	Relevant Representation	Applicant's Response
		<p>in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>
RR-005-3	<p>2. It would appear Highways England's document, 'Walking, Cycling and Horse Riding Review, published 8th August, 2020', is flawed.</p> <p>a). WCAHR Review 1.2.7. The scheme does NOT 'include the provision of new walking and cycling infrastructure to improve connectivity.' Those north of the A47 without cars are isolated from essential amenities. Those to the south cannot access woodland trails within their parish unless they drive. Without an additional pedestrian bridge or underpass to replace FP3, the 'severance effect', which Highways England maintains it wants to reduce, will be intensified.</p> <p>b). WCAHR Review 2.3.9 and 2.3.10 A track will link the Blofield Overbridge with North Burlingham. Whilst welcome, this will NOT 'mitigate the severance effect'. It will only be viable if a crossing is provided to replace FP3, otherwise pedestrians will have to walk an extra 11 km to access amenities. (See below.)</p> <p>c). WCAHR Review 2.3.11 and 2.3.12 We welcome a footpath on the proposed eastern overbridge, but this will NOT 'overcome existing severance effects thereby improving connectivity between settlements located north and south of the A47'. Pedestrians and cyclists from North Burlingham, including children, will have to share the proposed over bridge with convoys of enormous sugar beet lorries. Once over the bridge, there is no footpath along the dangerous road into Lingwood. The referenced document, 'Providing Journeys on Foot, 2000,' would appear to be incorrect. The statutory maximum walking distance for children between home and school is 3.2 – 4.8 km and not '1.2 – 2 km' quoted in the Review. ("Home to School Travel and Transport Guidance, Statutory Guidance for Local Authorities, July 2014). Most residents in North Burlingham live close to the A47 and not in the centre of the designated area. The distance as the crow flies between here and Lingwood School and station, is 1.7 km (doogle.co.uk) and NOT 2.5km as the Review maintains.</p> <p>d). WCAHR Review 2.3.13. and 2.3.14 The Review states, 'the majority of local amenities in the area are located in Blofield'. This is absolute nonsense!!! Residents north of the A47 NEED to access their designated</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>a) The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, '<i>Providing for Journeys on Foot (2000)</i>', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. The IHT document identifies 1.4m/s as an average walking speed on asphalt surfaces. The application of this walking speed indicates a walking time of around 30 minutes to reach the primary school and villages hall and 28 minutes to reach the railway station, irrespective of any delay associated with crossing the A47. These sizeable walking distances and walking times indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practicable route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult</p>

Reference	Relevant Representation	Applicant's Response
	<p>primary school, nursery school, train station, buses, village hall, recreation ground, post office, etc., all situated in Lingwood. For the whole parish of Lingwood and Burlingham, our senior school, supermarket, pharmacy, main post office, independent shops, primary/secondary health centre, major sports centre, industrial estate, plus most cafes/restaurants, personal services, etc., are all situated in Acle, NOT in Blofield!</p> <p>e). WCAHR 2.3.17 and 2.3.18 The Review states, 'there is very little demand for (a cycleway to Acle). On what evidence is this based? No-one canvassed local cyclists. Currently, there is no safe way a pedestrian or cyclist can get to Acle.</p> <p>f). WCAHR Review 2.3.19 and 2.3.20 Concerning a permissive path to Blofield south of the A47; whilst any extra permissive paths are a welcome addition as we will also be losing a few, as mentioned, the majority of local amenities in the area are NOT located in Blofield, but in Lingwood and Acle!</p>	<p>existing junction.</p> <p>With the Scheme in place, Burlingham FP3 will continue to be used for recreational walking trips rather than utility trips. It is acknowledged that users beginning a recreational trip from Lingwood will be required to walk an additional 2km and 2.2km when wishing to access the centre of North Burlingham and Burlingham FP1, respectively, via the North Burlingham Junction. However, given that the proposed North Burlingham Junction would remove the severance effect of the A47, it is contended that the increased walking distances are unlikely to be a deterrent to recreational users.</p> <p>b and c) The proposed shared footway / cycleway to be provided along the former A47 between the Blofield Overbridge and North Burlingham will assist in mitigating the severance effect of the A47 in conjunction with the pedestrian and cyclists facilities incorporated into the North Burlingham Junction. An additional walking distance of around 2km will be required to access amenities via the North Burlingham Junction.</p> <p>Pedestrians and cyclists crossing at the A47 at the North Burlingham Junction will be segregated from the running carriageway. Once over the bridge, pedestrians will be able to make use of the proposed new footpath and Burlingham FP3, Lingwood Lane and the permissive bridleway to access Lingwood.</p> <p>The recommended walking distances provided in the Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', are based on research and have been widely accepted in the transport planning field since the publication of the guidelines. The walking distances quoted from the document Home to School Travel and Transport Guidance, Statutory Guidance for Local Authorities, July 2014 refer to eligibility for free school transport rather than actual walking distances.</p> <p>d and e) The walking distances to the local amenities in Lingwood from North Burlingham all lie beyond the recommended walking distances in the IHT document, namely up to 1.2km for common facilities and up to 2km for commuting or walking to school. This in part explains why use of</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is not a practical route for utility trips.</p> <p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are</p>

Reference	Relevant Representation	Applicant's Response
		<p>attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Cyclists travelling to Acle from Lingwood can utilise the same routes once they have crossed the A47 at the North Burlingham Junction. Although, in reality, cyclists travelling between Lingwood and Acle are more likely to utilise the local highways to the south of the A47 before crossing the A47 via Reedham Road.</p> <p>f) the status of the permissive footpath running between the Blofield Overbridge and the North Burlingham Junction, which connects to Burlingham FP3, has upgraded to that of a public footpath.</p>

RR-006 STRUMPSHAW PARISH COUNCIL

Reference	Relevant Representation	Applicant's Response
RR-006	<p>Strumpshaw Parish Council (SPC) welcomes the proposal to create a new dual carriageway A47 between Burlingham and Blofield. SPC supports Lingwood Parish Council's concerns about the lack of a footway and cycle path on the north eastern end of the new road, from the White House junction. This is required to enable cyclists and pedestrians to travel to and from Acle. The current A47 is too dangerous for cyclists and pedestrians to use. Secondary age pupils in Strumpshaw mainly attend Acle Academy and would benefit from being able to cycle to school if this footway and cycle path was built. Burlingham Woodland Walks form an important part of the network of footpaths and trails in the Strumpshaw and Lingwood area. The lack of a footway crossing from Lingwood to North Burlingham will effectively cut off Burlingham Woodland Walks from the remainder of the network. The Review has stated that 'the majority of local amenities in the area are located in Blofield'. SPC supports Lingwood Parish Council's assertion that this is not the case. Lingwood provides two schools, the post office for the area, the railway station, bus service terminus, food takeaway and a supermarket. Residents in North Burlingham utilise these facilities. The larger service centre for the area is</p>	<p>The Applicant acknowledges the support from Strumpshaw Parish subject to the remainder of their comments in their Relevant Representation.</p> <p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140</p>

Reference	Relevant Representation	Applicant's Response
	Acle.	<p>junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Cyclists travelling to Acle from Strumpshaw and Lingwood can utilise the same routes once they have crossed the A47 at the North Burlingham Junction. Although, in reality, cyclists travelling between Strumpshaw/Lingwood and Acle are more likely to utilise the local highways to the south of the A47 before crossing the A47 via Reedham Road. Therefore, given the choice of existing walking and cycling routes, there is no requirement for an additional footway and cycle path along the A47 between South Walsham Road and The Windle.</p> <p>The majority of users of Burlingham FP3 are undertaking recreational walking trips as opposed to utility trips. With the Scheme in place, users will be able to make use of the proposed public footpath running east west to the south of the new A47 to access the pedestrian crossing facilities incorporated into the North Burlingham Junction. It is acknowledged that users beginning a recreational trip from Lingwood will be required to walk an additional 2km and 2.2km when wishing to access the centre of North Burlingham and Burlingham FP1, respectively, via the North Burlingham Junction. However, given that the proposed North Burlingham Junction would remove the severance effect of the A47, it is contended that the increased walking distances are unlikely to be a deterrent to recreational users.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The walking distances to the local amenities in Lingwood from North Burlingham all lie beyond the recommended walking distances in the IHT document, namely up to 1.2km for common facilities and up to 2km for commuting or walking to school. This in part explains why use of Burlingham FP3 is not a practical route for utility trips.</p> <p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle.</p>

RR-007 CADENT GAS LIMITED

Reference	Relevant Representation	Applicant's Response
RR-007	<p>Representation on behalf of Cadent Gas Limited (Cadent) to the A47 Blofield to North Burlingham Development Consent Order (DCO). Cadent is a licensed gas transporter under the Gas Act 1986, with a statutory responsibility to operate and maintain the gas distribution networks in North London, Central, East and North West England. Cadent wishes to make a relevant representation to the A47 Blofield to North Burlingham DCO in order to protect its position in light of infrastructure which is within or in close proximity to the proposed DCO boundary. Cadent's rights to retain its apparatus in situ and rights of access to inspect, maintain, renew and repair such apparatus located within or in close proximity to the order limits including should be maintained at all times and access to inspect such apparatus must not be restricted. The documentation and plans submitted for the above proposed scheme have been reviewed in relation to impacts on Cadent's existing apparatus located within this area, and Cadent has identified that it will require adequate protective provisions to be included within the DCO to ensure that its apparatus and land interests are adequately protected and to include compliance with relevant safety standards. Cadent has an intermediate pressure gas pipeline and associated below or above ground apparatus located within the order limits which is affected by works proposed and which will need to be diverted to facilitate development. Cadent will not decommission its existing apparatus and/or commission new apparatus until it has sufficient land and rights in land (to its satisfaction) to do so, whether pursuant to the DCO or otherwise. This is a fundamental matter of health and safety. Cadent has experience of promoters securing insufficient rights in land within DCOs to accommodate necessary diversions of its apparatus required by those DCOs or securing rights for the benefit of incorrect entities. It is important that sufficient rights are granted to allow Cadent to maintain its gas distribution network in accordance with its statutory obligations. As currently drafted Schedule 5 of the DCO refers to Cadent requiring permanent rights for a 'medium' pressure pipeline instead of 'intermediate' pressure and therefore this will need to be amended. The promoter has not included protective provisions for the benefit of Cadent, as is Cadent's requirement, in the DCO. As a responsible statutory</p>	<p>The Applicant is continuing to work with Cadent to ensure adequate protective provisions are included in the DCO to ensure that its apparatus and land interests are adequately protected, to comply with relevant safety standards.</p> <p>The reference to a "medium pressure pipeline" in Schedule 5 has been amended to read "intermediate pressure pipeline" (TR010040/APP/3.1 Rev 1).</p>

Reference	Relevant Representation	Applicant's Response
	<p>undertaker, Cadent's primary concern is to meet its statutory obligations and ensure that any development does not impact in any adverse way upon those statutory obligations. Adequate protective provisions for the protection of Cadent's statutory undertaking have not yet been agreed between the parties for this scheme. Cadent wishes to reserve the right to make further representations as part of the examination process but in the meantime will continue to engage with the promoter with a view to reaching a satisfactory agreement.</p>	

RR-008 ENVIRONMENT AGENCY

Reference	Relevant Representation	Applicant's Response
RR-008-1	<p>APPLICATION BY HIGHWAYS ENGLAND FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE A47 BLOFIELD TO NORTH BURLINGHAM PROJECT Please find below our relevant representation for the A47 Blofield to North Burlingham project.</p> <p>The Role of the Environment Agency</p> <p>The Environment Agency is a statutory consultee on all applications for development consent orders. We have a responsibility for protecting and improving the environment, as well as contributing to sustainable development. We have three main roles:</p> <p>(i) We are an environmental regulator – we take a risk-based approach and target our effort to maintain and improve environmental standards and to minimise unnecessary burdens on business. We issue a range of permits and consents.</p> <p>(ii) We are an environmental operator – we are a national organisation that operates locally. We work with people and communities across England to protect and improve the environment in an integrated way. We provide a vital incident response capability.</p> <p>(iii) We are an environmental advisor – we compile and assess the best available evidence and use this to report on the state of the environment. We use our own monitoring information and that of others to inform this activity. We provide technical information and advice to national and local governments to support their roles in policy and decision-making. One of our specific functions is as a Flood Risk Management Authority. We have a general supervisory duty relating to specific flood risk management matters in respect of flood risk arising from Main Rivers or the sea.</p> <p>Overview and issues of concern</p> <p>Our relevant representation outlines where we consider further work, clarification or mitigation is required to ensure that the proposal has no detrimental impact on the environment. In general we are satisfied with the approach taken and the mitigation proposed to date. But we will require the opportunity to review some of more detailed proposals prior to</p>	<p>The Applicant has recognised the role of the Environment Agency in its consultation and discussions with the Agency prior to the application for a DCO being submitted.</p> <p>The Applicant will continue to work with the Environment Agency as the detailed design progresses, should the DCO be granted, and is seeking a Statement of Common Ground (TR010040/EXAM/8.4).</p>

Reference	Relevant Representation	Applicant's Response
	development.	
RR-008-2	<p>1.0 Document 3.1 Draft Development Consent Order (DCO)</p> <p>1.1 We note that Part 1 Article 3 Paragraph (3) of the draft DCO concerns the disapplication of certain permits required from the Environment Agency under the Environmental Permitting (England and Wales) Regulations 2016. Specifically, these are flood risk activity permits and water discharge consents. The disapplication of these permits has not yet been discussed with us.</p> <p>1.2 The area within the order limits for the proposed scheme does not include any designated Main Rivers. Therefore, there will be no requirement for any flood risk activity permits to be obtained.</p> <p>1.3 We would not usually agree to dis-apply water discharge consents. We also note that the draft DCO at Part 4 Article 20 – Discharge of water, Paragraph (6) states that the requirements of the Environmental Permitting Regulations will still apply. Further clarity is required.</p>	<p>1.1 - The permitting requirements for water discharge have not been discussed with the Environment Agency.</p> <p>1.2 - Agreed.</p> <p>1.3 This provision has now been removed from the dDCO (TR010040/APP/3.1 Rev 1).</p>
RR-008-3	<p>1.4 Requirement 4 requires the preparation of an Environmental Management Plan (EMP) and associated documents. The EMP is a mechanism to ensure the delivery of mitigation measures during the construction phase as outlined in the Environmental Statement, including those in Chapter 13 Road drainage and the water environment. Although we are satisfied with the approach taken in identifying the potential adverse effects of the proposed scheme on surface water and groundwater, and with the mitigation outlined to date, the Environment Agency should have the opportunity to review and comment on the detailed proposals prior to construction.</p>	<p>The Applicant will continue to consult with the Environment Agency as the detailed proposals are developed and prior to construction.</p>
RR-008-4	<p>1.5 The Environment Agency should be included as a named consultee in respect of Requirement 4, for matters relevant to our remit.</p>	<p>Requirement 4 has been amended in the revised dDCO (TR010040/APP/3.1 Rev 1).as follows:</p> <p>4—a) No part of the authorised development is to commence until an EMP (Second Iteration) for that part, substantially in accordance with the EMP (First Iteration) has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority, the Environment Agency and local highway</p>

Reference	Relevant Representation	Applicant's Response
		<p>authority to the extent that the content of the EMP (Second Iteration) relates to matters relevant to their functions.</p>
RR-008-5	<p>1.6 We support the inclusion of Requirement 6 Contaminated land and groundwater. Although no specific sources of contamination were identified as part of the Contaminated Land Preliminary Risk Assessment (ES Appendix 9.1), the potential for unexpected areas of concern to be uncovered during construction remains. Requirement 6 appropriately outlines the procedure to be applied should this occur. We welcome the inclusion of the Environment Agency as a named consultee.</p>	<p>The Applicant notes the support of the Environment Agency with regard to Requirement 6.</p>
RR-008-6	<p>1.7 Requirement 8 is concerned with Surface and foul water drainage. As detailed below, we are satisfied with the approach proposed to date. However, as highlighted in ES Chapter 13, consultation on the drainage design is ongoing. It will be important for us to review and confirm that the detailed proposals are acceptable, in particular where the use of deep infiltration features is proposed.</p> <p>1.8 The Environment Agency should therefore be a named consultee in respect of Requirement 8 Surface and foul water drainage system.</p>	<p>Requirement 8 has been amended in the revised dDCO (TR010040/APP/3.1 Rev 1).as follows:</p> <p>(1) No part of the authorised development is to commence until, for that part, written details of the surface and foul water drainage system, reflecting the mitigation measures set out in the REAC including means of pollution control, have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the Environment Agency and the relevant planning authority on matters related to its function.</p>
RR-008-7	<p>2.0 Document 3.3 Consents and Licences Position Statement</p> <p>2.1 Paragraph 3.1.3 lists those consents which are to be addressed by the DCO. The list includes consent to carry out flood risk and water discharge activities. As stated in our comments in relation to the draft DCO above, we would not agree to dis-apply water discharge consents. There are no Main Rivers within the order limits to trigger the possible requirement for a flood risk activity permit.</p> <p>2.2 It should be noted that the Environment Permitting (England and Wales) Regulations from 2007 onwards replaced the permitting system in the Pollution Prevention and Control Act. Guidance on this can be found in the DEFRA Environmental Permitting: Core Guidance document.</p> <p>2.3 Appendix A – Table of Consents and Agreements. On the issue of</p>	<p>The comments from the Environment Agency have been noted and the Consents and Licenses Position Statement (TR010040/APP/3.3 Rev 1) updated.</p>

Reference	Relevant Representation	Applicant's Response
	<p>'Waste and Materials', it should be noted that an Environmental Permit will be required for the importation and treatment of waste material falling outside the scope or limits detailed in either a Regulatory Position Statement or a waste exemption. In respect of 'Waste Materials', it should be noted that the regulating authority for mobile plant licences for the crushing of concrete is the relevant local authority, not the Environment Agency.</p>	
RR-008-8	<p>3.0 Document 6.1 Environmental Statement Chapter 8 - Biodiversity</p> <p>3.1 With reference to section 8.8.2, we would agree with the scoping out of designated sites and species as listed, and agree that there is no requirement for these to be carried forward to the impact stage. We acknowledge that species including otter and water vole have been scoped out due to lack of suitable habitat within the proposed scheme area (also addressed in sections 8.7.46 & 8.7.48).</p> <p>3.2 Table 8.8 illustrates that the remediation and habitat enhancement will produce an overall net gain for habitats types lost in the footprint of the scheme. We note and welcome the provision of a wildlife pond as part of this.</p> <p>3.3 Section 8.7.18 highlights that there are 66 ponds in the ZOI. There may be scope for enhancing some of these existing ponds, especially where they have become silted up or dried out.</p>	<p>3.1 – Agreed</p> <p>3.2 – The Applicant notes the support stated. A biodiversity pond is included in the Masterplan (TR010040/APP/6.8 Rev 1) and W8 of the REAC in the EMP (TR010040/APP/7.7 Rev 2). The Scheme will produce an overall net gain for biodiversity.</p> <p>3.3 – ES Chapter 8: Biodiversity (previously APP-046, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) reports the baseline (including ponds), the potential impacts. The design has been influenced by the mitigation and enhancement measures proposed based on the results of the assessment. A biodiversity pond is included in Masterplan (TR010040/APP/6.8 Rev 1) and W8 of the REAC in EMP (TR010040/APP/7.7 Rev 2). Potential for enhancement of ponds in surrounding area is not directly related to mitigation of the scheme impacts.</p>

Reference	Relevant Representation	Applicant's Response
RR-008-9	<p>4.0 Document 6.1 Environmental Statement Chapter 9 – Geology and Soils</p> <p>4.1 Overall we are generally satisfied with the approach taken and level of detail provided within the application on the issue of contaminated land. We note that an assessment of the risk of contamination to groundwater is not deemed necessary in this chapter, and that hydrogeology and groundwater are considered in Chapter 14 of the Environmental Statement.</p> <p>4.2 We reviewed Appendix 9.1 - Contaminated Land Preliminary Risk Assessment in advance of the submission of the DCO application. We note that no specific sources of contamination were identified, but there remains the potential for unexpected areas of concern to be uncovered during construction.</p> <p>4.3 As highlighted above, we support the inclusion within the draft DCO of Requirement 6 Contaminated land and groundwater. We welcome the inclusion of the Environment Agency as a named consultee in respect of that Requirement.</p>	<p>4.1 The Applicant notes that the Environment Agency acknowledges the risk of contamination to groundwater is not deemed necessary in the ES Chapter 9: Geology and Soils (APP-047).</p> <p>4.2 The Applicant acknowledges the point noted.</p> <p>4.3 Acknowledged</p>
RR-008-10	<p>5.0 Document 6.1 Environmental Statement Chapter 10 – Material Assets and Waste</p> <p>5.1 We are satisfied that this section of the Environmental Statement and supporting appendices are appropriate to support this application.</p> <p>5.2 Appendix 10.3 Outline site waste management plan is comprehensive in its current form. But the references at 10.1.20 and 10.1.32 to the Environmental Permitting (England and Wales) Regulations 2010, should be updated to Environmental Permitting (England and Wales) Regulations 2016.</p>	<p>ES Appendix 10.3: Outline Site Waste Management (previously APP-102) has been amended to revise the dates of the Regulations and has been resubmitted at Deadline 1 (TR010040/APP/6.2 Rev 1).</p>
RR-008-11	<p>6.0 Document 6.1 Environmental Statement Chapter 13 – Road Drainage and Water Environment</p> <p>6.1 The Flood Risk Assessment (Appendix 13.1) identifies that the full extent of the site is in Flood Zone 1 (low risk) for fluvial and tidal flood risk. We are satisfied that this is the case in both the current day scenario and with an adequate climate change allowance applied to represent the future scenario (+100 years). Therefore we have no further comments in respect of fluvial or tidal flood risk.</p> <p>6.2 We are satisfied that the potential risks to surface and groundwater</p>	<p>The Applicant acknowledges that the Environment Agency has no further comments on the Flood Risk Assessment (APP-109) and is satisfied that the potential risks to surface and groundwater bodies have been identified.</p>

Reference	Relevant Representation	Applicant's Response
	<p>bodies during both construction and operation have been appropriately identified. We note that there are no proposed outfalls discharging to surface water, but the potential for surface flood flow pathways into ditches or watercourses is identified and considered.</p> <p>6.3 We have reviewed and are satisfied with the Groundwater Assessment (Appendix 13.3) and with the Water Framework Directive Assessment summarized within Chapter 13 at Table 13.9. We are also satisfied currently with Appendix 13.2 – Drainage Strategy; but note that both the detailed design for temporary drainage during construction, and for the final scheme during operation, are yet to be finalised.</p>	
RR-008-12	<p>6.3 We will need to review and confirm that the detailed proposals for both the construction and operational stages are acceptable. As highlighted above with regards to the draft DCO, the Environment Agency should therefore be a named consultee in respect of Requirement 8 Surface and foul water drainage system.</p>	<p>Requirement 8 has been amended in the revised dDCO (TR010040/APP/3.1 Rev 1).as follows:</p> <p>(1) No part of the authorised development is to commence until, for that part, written details of the surface and foul water drainage system, reflecting the mitigation measures set out in the REAC including means of pollution control, have been submitted and approved in writing by the Secretary of State following consultation by the undertaker with the Environment Agency and the relevant planning authority on matters related to its function.</p>
RR-008-13	<p>6.4 Mitigation measures to address the risk to surface water and groundwater during construction are proposed from section 13.9.3. It is stated that best practice methods for pollution prevention and water management (including sediment release), and emergency response procedures would be implemented as part of the overall Environmental Management Plan (EMP). A temporary surface water drainage strategy will form part of the EMP.</p>	<p>The temporary surface water drainage strategy will form part of the Water Monitoring and Management Plan contained within the Second Iteration of the EMP (TR010040/APP/7.7 Rev 2).</p>

Reference	Relevant Representation	Applicant's Response
RR-008-14	<p>6.5 The Environmental Management Plan is the subject of Requirement 4. As highlighted above with regards to the draft DCO, the Environment Agency should be included as a named consultee in respect of Requirement 4, for matters relevant to our remit.</p> <p>6.6 As highlighted previously, references to the Environmental Permitting (England and Wales) Regulations 2010, should be updated to Environmental Permitting (England and Wales) Regulations 2016 (section 13.3.5).</p>	<p>Requirement 4 has been amended in the revised dDCO (TR010040/APP/3.1 Rev 1).as follows:</p> <p>(1) No part of the authorised development is to commence until an EMP (Second Iteration) for that part, substantially in accordance with the EMP (First Iteration) has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority, the Environment Agency and local highway authority to the extent that the content of the EMP (Second Iteration) relates to matters relevant to their functions.</p> <p>References to the Environmental Permitting (England and Wales) Regulations 2010, have been be updated to Environmental Permitting (England and Wales) Regulations 2016 in the Consents and Licences Position Statement (TR010040/APP/3.3 Rev 1) and Appendix 10.3 Outline Site Waste Management (previously APP-102 and resubmitted at Deadline 1 (TR010040/APP/6.2 Rev 1).</p>
RR-008-15	<p>7.0 Document 7.7 Environmental Management Plan</p> <p>7.1 With reference to Table 3-1 Record of Environmental Actions and Commitments (REAC), we note that the following documents are to be prepared to mitigate potential adverse effects upon surface waters and groundwater during construction: • a water monitoring and management plan • a temporary surface water drainage strategy</p>	<p>With regards to Table 3-1 Record of Environmental Actions and Commitments (REAC), the temporary (surface) water drainage strategy will be incorporated into the water monitoring and management plan as part of the Environmental Management Plan (TR010040/APP/7.7 Rev 2)</p>
RR-008-16	<p>7.2 As highlighted above, the Environment Agency should be included as a named consultee in respect of Requirement 4, to enable us to review and comment on relevant documents.</p>	<p>Requirement 4 has been amended in the revised dDCO (TR010040/APP/3.1 Rev 1) as follows:</p> <p>(1) No part of the authorised development is to commence until an EMP (Second Iteration) for that part, substantially in</p>

Reference	Relevant Representation	Applicant's Response
		<p>accordance with the EMP (First Iteration) has been submitted to and approved in writing by the Secretary of State, following consultation by the undertaker with the relevant planning authority, the Environment Agency and local highway authority to the extent that the content of the EMP (Second Iteration) relates to matters relevant to their functions.</p>
RR-008-17	<p>7.3 We would also wish to review the Soil management plan, Materials management plan and Site waste management plan.</p>	<p>The Soil management plan, Materials management plan and Site waste management plan will be included within the Environmental Management Plan (Second Iteration) and secured by Requirement 4 to the draft DCO.</p>
RR-008-18	<p>7.4 Regarding Table 4-1 – it should be noted that the Environment Permitting (England and Wales) Regulations from 2007 onwards replaced the permitting system in the Pollution Prevention and Control Act. On the issue of 'Waste and Materials', it should be noted that an Environmental Permit will be required for the importation and treatment of waste material falling outside the scope or limits detailed in either a Regulatory Position Statement or a waste exemption. In respect of 'Waste Materials', it should be noted that the regulating authority for mobile plant licences for the crushing of concrete is the relevant local authority, not the Environment Agency.</p>	<p>Should Environmental Permits or other consents be required they will be applied for from the relevant agency.</p>

RR-009 HISTORIC ENGLAND

Reference	Relevant Representation	Applicant's Response
RR-009	<p>The Historic Buildings and Monuments Commission for England (HBMCE) is better known as Historic England, and we are the Government's adviser on all aspects of the historic environment in England - including historic buildings and areas, archaeology and historic landscape. We have a duty to promote conservation, public understanding and enjoyment of the historic environment. We are an executive Non-Departmental public body and we answer to Parliament through the Secretary of State for Digital Culture, Media and Sport. We summarise our representation regarding this proposed project as follows. Please note we do not intend to attend the preliminary hearing, However will be submitting full written representation at a later date. Representation:</p> <p>1. Introduction We note the applicant has provided a full Environmental Statement with a Cultural Heritage chapter that includes the results of geophysical surveys and archaeological trial trenching. Historic England's written representation will comment more fully on the key historic environment issues in due course, however for the purposes of this representation they are summarised below.</p> <p>2. Designated Heritage Assets The Cultural Heritage assessment establishes that there are no scheduled monuments, grade II* listed structures, registered parks and gardens, registered battlefields or conservation areas within the defined study area. Historic England's advice on designated heritage assets will be limited grade I listed structures, with advice on grade II structures being provided by Broadland District Council's Conservation Team. The grade I listed Church of St Andrew at North Burlingham is located just over 100m from the application site boundary and the proposed development would result in a change to its setting.</p> <p>3. Non-Designated Heritage Assets The Cultural Heritage chapter identifies a wide range of non-designated heritage assets within the application boundary. These include North Burlingham Park, the former extent of which would be directly affected by the proposed development. The archaeological surveys already undertaken have identified previously</p>	<p>The Applicant notes Historic England are satisfied with the assessment methodology used in the Cultural Heritage chapter (APP-044) of the Environmental Statement and are broadly in agreement with its conclusions.</p> <p>ES Chapter 6: Cultural Heritage adequately and appropriately considers the historic environment in accordance with DMRB LA 106.</p>

Reference	Relevant Representation	Applicant's Response
	<p>unrecorded buried archaeological remains and a high potential for further such heritage assets to be present within the application site boundary. We note that not all parts of the application site were available for investigation and further field survey would be necessary to fully establish the archaeological potential of the proposed development area.</p> <p>4. Summary We intend to expand on these matters more fully in our written representation. However, at this stage we are satisfied with the assessment methodology used in the Cultural Heritage chapter of the submitted Environmental Statement and are broadly in agreement with its conclusions. In the event that the development is consented, we would be concerned to ensure that the historic environment is adequately and appropriately considered, and that the DCO is appropriately worded to ensure appropriate mitigation would be delivered.</p>	

RR-010 PUBLIC HEALTH ENGLAND

Reference	Relevant Representation	Applicant's Response
RR-010	<p>Thank you for your consultation regarding the above development. Public Health England (PHE) welcomes the opportunity to comment on your proposals at this stage of the project. Reducing public exposures to non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards has potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), and maximise co-benefits (such as physical exercise) and encourage their consideration during development design, environmental and health impact assessment, and development consent. The application documents indicate that there will be a small or imperceptible deterioration in air quality (as nitrogen dioxide) at the majority of public health receptors once the proposed scheme is operational; however, it is reported that concentrations will remain beneath relevant air quality standards. PHE have no additional comments to make at this stage and can confirm that we have chosen NOT to register an interest with the Planning Inspectorate on this occasion. Please do not hesitate to contact us if you have any questions or concerns</p>	<p>The Applicant acknowledges the comments from Public Health England and that they have chosen not to register as an interested party in the Examination.</p>

RR-011 CREATE CONSULTING ENGINEERS LTD on behalf of BURLINGHAM COTTAGE GARDENS ASSOCIATION

Reference	Relevant Representation	Applicant's Response
RR-011	<p>I am Jonathan Paul Cage, a Chartered Civil Engineer and managing director of Create Consulting Engineers Ltd. I have been instructed on behalf of the Burlingham Cottage Gardens Association to represent them in putting forward an alternative proposal for the A47 Burlingham Improvement which includes a dedicated footway crossing point of the A47 to facilitate the safe connection of the villages of Burlingham and other areas to the north of the A47 with Lingwood and the villages to the south of the A47. The A47(T) has for years acted as a significant barrier to the movement of pedestrians and cyclists between the villages of Burlingham and Lingwood. There are no safe crossing points and though a speed reduction has been imposed down to 50 mph on the existing single carriageway section, the number of vehicles who use this link to the east coast, results in very few gaps in the traffic, making safe crossing almost impossible during peak periods. This is especially important when you consider that the village of Burlingham is in the primary school catchment for Lingwood Primary. We are aware that earlier consultation options as shown on Draft Plan HE551490-AMY-HGN-BB_STG2-DR-HE-0018 showed a pedestrian bridge linking up with FP3. This has however been removed from the current scheme which is the subject of this DCO application, we understand the reason given was that a survey undertaken showed little or no pedestrian demand for a crossing. The reason for this is that currently it is unsafe to cross the A47 therefore the majority of the residents unfortunately have to drive between the villages to the north and the south of the A47, adding further traffic to this already congested section of road. We will present evidence that clearly shows that there is a demand for this pedestrian link and it is essential for social inclusion that a suitable facility is provided, to ensure that the villages can share essential services such as schools, healthcare and leisure. In addition the nearest railway station for residents of Burlingham is at Lingwood linking with the city of Norwich and beyond. We will also present a number of options of how the crossing could be provided with some budget costs for its inclusion in the scheme, as well as an indication of the greatly increased cost if a crossing is to be retro-fitted after the road has been improved. In addition we will present a scheme for a proposed footpath extension from the new South Walsham junction to the east towards Acle, providing a</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. The IHT</p>

Reference	Relevant Representation	Applicant's Response
	<p>much needed footway/cycleway link to the main service town. We understand that Norfolk County Council as local highway authority are supportive of the need for a pedestrian link in this area , however they have no allocated funds in their capital programme. We therefore respectfully request that Inquiry time is allocated to discussing this important key feature which has been omitted from the current scheme to ensure that a suitable link is provided within the design that finally form the DCO.</p>	<p>document identifies 1.4m/s as an average walking speed on asphalt surfaces. The application of this walking speed indicates a walking time of around 30 minutes to reach the primary school and villages hall and 28 minutes to reach the railway station, irrespective of any delay associated with crossing the A47. These sizeable walking distances and walking times indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practicable route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking</p>

Reference	Relevant Representation	Applicant's Response
		<p>trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3 are unlikely to deter recreational trip makers.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle</p>

Reference	Relevant Representation	Applicant's Response
		<p>Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-012 CLIMATE EMERGENCY PLANNING AND POLICY

Reference	Relevant Representation	Applicant's Response
RR-012-1	<p>I am an independent environmental consultant (Climate Emergency Planning and Policy, CEPP), working at the intersection of science, climate policy and law. My doctoral work was in structural biology, and most of my 40-year career has been in scientific computation, including high performance climate models. The severity of the climate and ecological emergency is clear through science and has been for several decades, and my work through CEPP is to promote the necessary rapid response to the emergency in planning and policy. I intend to make these submissions at the examination.</p> <p>1. The testing of the carbon emission impacts of the proposed scheme against inter/national legislation and guidance including:</p> <ul style="list-style-type: none"> • The Paris Agreement 2015, a legally binding international treaty on climate change to which the UK is a signatory, including to its "temperature target" to limit global overheating to well below 2 degrees, preferably to 1.5 degrees Celsius, compared to pre-industrial levels. • The legally binding target under the Climate Change Act 2008 to meet net-zero carbon emissions by 2050. • UK Carbon Budgets. The Climate Change Committee (CCC) has recently published its sixth Carbon Budget (6CB) report (3). Its headline recommendation is for the UK to reduce net annual emissions by 78%, against a 1990 baseline, by 2035. Previous UK ambition was an 80% 	<p>ES Chapter 14: Climate (AS-004) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme which are presented in relation to the UK's legally binding carbon budgets. In the response to the ExQ Chapter 4 question 1.4.1 the Applicant has provided additional information in respect of the Sixth Carbon Budget. The Carbon Budget Order 2021, which provides for the Sixth Carbon Budget, took effect on 24th June 2021. The Applicant can only undertake an assessment of the likely significant effect of carbon against published Government policy. The Applicant is not responsible for producing the UK carbon budgets, which are set by Government in response to recommendations from the UK Climate Change Committee. The Committee's recommendations informed the development of the Sixth Carbon Budget. Since the DCO application was prepared the Government has issued its Policy paper "The Ten Point Plan for a Green Industrial Revolution", communicated its new Nationally Determined Contribution (NDC) under the Paris Agreement to the United Nations</p>

Reference	Relevant Representation	Applicant's Response
	<p>reduction against 1990 figures by 2050 under the original Climate Change Act. So this is a halving of the time from 2020 to get to around 80% emission cuts (against 1990 baseline) and must be reflected in infrastructure decisions. On surface transport, the report recommended trajectory ("the balanced net-zero Pathway") is to reduce surface transport emissions by around 70% to 32 MtCO₂e by 2035 and to approximately 1 MtCO₂e by 2050.</p> <ul style="list-style-type: none"> • Science-based carbon budgets for how the UK, can meet the Paris temperature target, its net-zero requirement and the published fourth, fifth and sixth carbon budgets. • NPPF 148 (and other relevant NPPF statements) which requires the planning system contribute to "radical reductions of greenhouse gas emissions". 	<p>Framework Convention on Climate Change and, in its press release of 20 April 2021 that announced the sixth carbon budget, confirmed that it is developing an approach to securing net carbon reduction that is committed to innovation. The Government's vision for net zero and the place of roads and transport within it are expected to be published before COP26.</p> <p>A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as reporting estimated emissions associated with the Scheme, Section 14.9 of Chapter 14: Climate (AS-004) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p>
RR-012-2	<p>2. Testing the impacts of the scheme on the integrity of sites protected under the Habitats Regulations Directive and European Protected Species. This includes Special Areas of Conservation (SACs) and possible SACs (pSACs) in the area, and species including the (redacted)</p>	<p>Impacts of the Scheme on designated sites that form part of the National Sites Network (made up of European sites) are considered in the Chapter 8: Biodiversity (previously APP-046, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) and the likelihood of significant effects on European sites is evaluated in the Report to inform the HRA (AS-007).</p>
RR-012-2	<p>3. Testing the baseline and accumulative environmental impacts on 1 and 2 above (ie climate change and carbon emissions, and habitats and protected species) of other infrastructure projects planned, noting the recent judgement of Pearce v Secretary of State BEIS [2021] (2). These include those projects outlined in the Norfolk Strategic Infrastructure Delivery Plan 2020 (1), and the Highway England A47 corridor programme, in the area: • A47 between North Tuddenham and Easton • A47/A11 Thickthorn junction • A47 Great Yarmouth junction and Vauxhall roundabout reconstruction • A140 Long Stratton Bypass • Norwich Western Link • Broadland Business Park Rail Station</p>	<p>Cumulative impacts are considered in ES Chapter 15: Cumulative Effects Assessment (APP-053) in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017 and Planning Inspectorate Advice Note Seventeen. Other developments were included as part of the cumulative assessment methodology and this is detailed in section 15.3 of the chapter.</p>
RR-013-3	<p>4. Implications for air pollution.</p>	<p>The implications for air pollution as a result of the Scheme are considered in ES Chapter 5: Air Quality (previously APP-043, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1), which was undertaken in accordance with DMRB LA105.5. The transport model was used to inform air quality the</p>

Reference	Relevant Representation	Applicant's Response
		assessment. The assessment of the Scheme includes both human and ecological receptors. The assessment considers the cumulative impact with other committed developments. All designated sites within 200m of the Affected Road Network which were sensitive to nitrogen deposition were assessed. The results concluded that the impact on air quality would not be significant.
RR-014-4	5. The above may require interrogation of and submissions on the relevant transport modelling.	The NATS model has been developed in line with the DfT Transport Appraisal Guidance (TAG) and therefore does not require any further interrogation or submission.

RR-013 TONY CLARKE on behalf of NORWICH CYCLING CAMPAIGN

Reference	Relevant Representation	Applicant's Response
RR-013	<p>Our detailed representation will examine the extent to which the provisions for cycling in these proposals meet the requirements of the CROW principals: * Safety * Directness * Coherence and accessibility * Attractiveness * Comfort We shall refer to: * National Policy Planning Framework sections 84, 91.c, 102c, 104c, 104d * Design Manual for Roads and Bridges (Sections relating to Cycling) * "Gear Change" (Government Policy Statement 2020) * Cycle Infrastructure Design 1/20 * Local Transport Plan 4 Strategy 2021-2036 (Norfolk County Council) * Norfolk Walking and Cycling Strategy * Other relevant documents I am a cyclist with over 70 years experience of cycling in the UK which includes rural and smaller urban areas and in 27 overseas countries. I wish to raise objections to this scheme based on Government and other official policies. I will refer in detail to the Government Policy Document "Gear Change" and details of implementation this policy which may emerge during the period that that Inquiry is in progress. I will also refer to the details of provision for cycling set out in the various sections of the Design Manual for Roads and Bridges and in Local Transport Note 1/20. The focus of my objection will be connectivity.</p>	<p>The Applicant believes that the overall package of Walking, Cycling and Horse-riding infrastructure for pedestrians and cyclists will improve accessibility and is proportionate to likely future user activity in the area. In combination with the existing facilities, the proposed infrastructure will provide improved and safe connections between Blofield and North Burlingham and between Lingwood and North Burlingham. In addition, the two grade separated crossing points proposed at the Blofield Overbridge and at the North Burlingham Junction address the existing severance issues by removing the A47 as a barrier to non-motorised users thereby mitigating the environmental and social impacts of the Scheme and correcting an historic problem.</p> <p>The Applicant has attempted to consult with Tony Clarke to discuss the concerns of the Norwich Cycling Campaign in respect of compliance of the proposals with policy and design guides.</p>

RR-014 STOP WENSUM LINK

Reference	Relevant Representation	Applicant's Response
RR-014-1	<p>Submissions in relation to A47 Blofield to North Burlingham ('Proposed Scheme') Planning Inspectorate Reference: TR010040 I am a solicitor and a member of the steering committee of the Stop Wensum Link ('SWL') action group. I make for and on behalf of SWL the following submissions. The Proposed Scheme needs to be evaluated and tested in relation to climate change and the need for carbon emission reduction, as well as environmental considerations. In testing and evaluating the objectives of the Proposed Scheme, and to assess its impact in relation to carbon emissions and the environment there will be a need to take into account not only the impact of the project per se but also its cumulative impact when assessed alongside other projects planned to be implemented in immediate area.(1) It will be my wish to expand upon the following submissions and to interrogate within the context of these submissions the evidence adduced in support of the Proposed Scheme.</p> <p>Carbon Emission Reduction</p> <p>The Paris Agreement signed at the United Nations Climate Conference in 2015 (COP21) sets out a framework to avoid the dangerous impacts of climate change by limiting global temperature rise to “well below 2 degrees Celsius” above pre-industrial levels, and committed signatories to pursue efforts to limit the temperature increases to 1.5 degrees Celsius. Climate Change Act 2008 (2050 Target Amendment) Order 2019: the UK parliament passed legislation which replaced a previous target of an 80% reduction in GHG emissions by 2050 with a more ambitious target to reduce the UK’s net emissions to zero by 2050 – the so called “Net Zero” target. These duties in legislation are also supported by national planning policy and guidance. In particular, Chapter 14 of the National Planning Policy Framework (NPPF) states that: ‘The planning system should ... help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions’. It is recorded (2) that transport is the worst-performing sector of the economy when it come to looking at carbon emission reduction. Whereas emissions in all other sectors have fallen, emissions from transport are still going up. This is recognised by the Department for Transport which has stated when developing a decarbonisation plan for the transport sector that the forecast rate of</p>	<p>ES Chapter 14: Climate (AS-004) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme which are presented in relation to the UK’s legally binding carbon budgets. In the response to the ExQ Chapter 4 question 1.4.1 (TR010040/EXAM/9.3) the Applicant has provided additional information in respect of the Sixth Carbon Budget. The Carbon Budget Order 2021, which provides for the Sixth Carbon Budget, took effect on 24th June 2021. Highways England can only undertake an assessment of the likely significant effect of carbon against published Government policy. Highways England is not responsible for producing the UK carbon budgets, which are set by Government in response to recommendations from the UK Climate Change Committee. The Committee's recommendations informed the development of the Sixth Carbon Budget. Since the DCO application was prepared the Government has issued its Policy paper "The Ten Point Plan for a Green Industrial Revolution", communicated its new Nationally Determined Contribution (NDC) under the Paris Agreement to the United Nations Framework Convention on Climate Change and, in its press release of 20 April 2021 that announced the sixth carbon budget, confirmed that it is developing an approach to securing net carbon reduction that is committed to innovation. The Government's vision for net zero and the place of roads and transport within it are expected to be published before COP26.</p> <p>A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as reporting estimated emissions associated with the Scheme, Section 14.9</p>

Reference	Relevant Representation	Applicant's Response
	<p>carbon reduction from transport is much slower than is needed. There are three flaws with the approach normally used to evaluate the carbon impacts of individual road schemes. First, the comparison with emissions across the whole economy ('denominator') is inappropriate, since its impact is small relative to the emissions of the economy as a whole. At the scheme level, a comparison with a Paris-compliant carbon budget for road transport emissions in the relevant local authority area would be more relevant. Second, the denominator used for this comparison is in any event out of date and too high, as it was set before the Paris Agreement and Climate Change Act 2008 and is based on out of date carbon budgets. Finally, the method used to assess a scheme's carbon impact does not take full account of likely increases in emissions over time due to induced traffic and car-based development, and so the carbon impact is systematically under-estimated.</p>	<p>of Chapter 14: Climate (AS-004) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p> <p>In accordance with Planning Inspectorate Advice Note Seventeen and DMRB LA 104, ES Chapter 15: Cumulative Effects Assessment (APP-053) considers likely potential cumulative effects in combination with other developments.</p> <p>Impacts of the Scheme on designated sites that form part of the National Sites Network (made up of European sites) are considered in the Chapter 8: Biodiversity (previously APP-046 and resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) and the likelihood of significant effects on European sites is evaluated in the Report to inform the HRA (AS-007).</p>
RR-014-2	<p>Environment</p> <p>There is also the need to assess and evaluate the impact of Proposed Scheme on the integrity of sites protected under the Habitats Regulations Directive and European Protected Species. This includes Special Areas of Conservation (SACs) and possible SACs (pSACs) in the area, and species including the Barbastelle Bat. David Pett (redacted) 5th April, 2021 END (1) - A47 between North Tuddenham and Easton A47/A11 Thickthorn junction A47 Great Yarmouth junction and Vauxhall roundabout reconstruction A140 Long Stratton Bypass Norwich Western Link Broadland Business Park Rail Station (2) The carbon impact of the national roads programme (redacted) With contributions from (redacted) July 2020</p>	<p>Impacts of the Scheme on designated sites that form part of the National Sites Network (made up of European sites) are considered in the Chapter 8: Biodiversity (previously APP-046 and resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) and the likelihood of significant effects on European sites is evaluated in the Report to inform the HRA (AS-007).</p>

RR-015 THE RAMBLERS NORFOLK AREA

Reference	Relevant Representation	Applicant's Response
RR-015-1	References here are to the Rights of Way and Access Plans B: 1. Sheet1: We regret that the opportunity was missed to correct the error of the previous dualling at Blofield where Blofield Footpath 4a was cut off at the highway fence and not turned west to connect to Plantation Road.	The Scheme does not materially affect Blofield Footpath 4a. On that basis, the Applicant does not believe that providing improvements to the footpath would be an appropriate use of powers.
RR-015-2	2. Sheets 2 and 3: The "New Cycle Track" says just that. We think that it should be a combined cycle track and footway, otherwise there is no provision for walkers between Blofield and Burlingham.	As is confirmed in Applicant's Response to the Rule 9 Letter (AS-001) the term "cycle track" refers to shared use highways (available for use by pedestrians and cyclists).
RR-015-3	3. Sheets 2, 3 &4: The track on the south side of the new A47 is described for most of its length as "New Means of Access" and in other plans as "Agricultural access Track". Why should cyclists not use it. They are not legally allowed to use the new public footpath.	The Agricultural Access Track is a Private Means of Access (PMA) for the agricultural land to the south of the scheme and will not therefore be available for public use.
RR-015-4	4. Sheets 2, 3 & 4: the new public footpath has been put on the north side of the "New Means of Access" and closest to the noise of the new A47. Why should it not be on the south side of the track, even a few more metres away may be a relief.	As noted above, the Agricultural Access Track is a Private Means of Access. Following further discussion with the landowner it has been agreed that the southern edge of the access track will provide open access onto the fields and therefore a footpath on the south edge would not be a safe and segregated route. The Masterplan (TR010040/APP/6.8 Rev 1) includes both a fence and hedge to the northern boundary of the footpath.
RR-015-5	5. Sheet 4: We strongly object to the stopping of Burlingham FP3 without providing a means (bridge or underpass) of crossing the new A47 without a long and noisy detour.	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, '<i>Providing for Journeys on Foot (2000)</i>', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. The IHT document identifies 1.4m/s as an average walking speed on asphalt surfaces. The application of this walking speed indicates a walking time of around 30 minutes to reach the primary school and villages hall and 28 minutes to reach the railway station, irrespective of any delay associated with crossing the A47. These sizeable walking distances and walking times indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practicable route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the</p>

Reference	Relevant Representation	Applicant's Response
		<p>north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3 are unlikely to deter recreational trip makers.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>
RR-015-6	6. Sheets 6 and 7: A "New Cycle Track" has been provided across the new B1140 overbridge, but it does not say that it is available and suitable to be shared with pedestrians.	As is confirmed in Applicant's Response to the Rule 9 Letter (AS-001) the term "cycle track" refers to shared use highways (available for use by pedestrians and cyclists).
RR-015-7	7. Sheets 7 and 8: No provision has been made for cyclists or walkers east of the new B1140 overbridge. This passes up the opportunity provided by the stopping up of the east end of the old A47 (on sheet7) and the closure of the layby (on sheet 8) to establish a cycle and pedestrian connection from the B1140 to The Windle and the existing footway eastward towards Acle	The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are

Reference	Relevant Representation	Applicant's Response
		<p>therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-016 CHRIS EVANS

Reference	Relevant Representation	Applicant's Response
RR-016	I am please for work to go ahead to deal with the congestion and accident blackspot on this section	The Applicant acknowledges the support for the Scheme.

RR-017 TERRY NORTON

Reference	Relevant Representation	Applicant's Response
RR-017-1	<p>Dear Sir. I submitted my original objections to this whole project on 03/10/2018 stating that I "strongly disagree" with this total project. Having studied the proposed scheme in detail, my objections are even stronger against an over designed scheme which the end result will be "catastrophic". This project is ill conceived, resulting in loss of good farmland, building unsightly mega structures in the country side and poorly designed traffic management in the village of Blofield.</p> <p>The result of all of this will simply mean the traffic is pushed to the roundabout at Acle, to the east, where there is only single lane carriageways off each road, hence the same problem you are trying to solve is simply moved a few miles east. Until such times as the Acle straight, with it's inherent problems is resolved, anything proceeding that is a complete waste of time and money. A "catastrophic" end result.</p>	<p>The aims of the Scheme are directly in line with the Government's policies. The Government has highlighted the express need for further growth and improvements to the national networks within the National Networks National Policy Statement (2014). The Road Investment Strategies (both 'RIS1' and 'RIS2 '), which explore these needs in further detail, have supported the Scheme as a required improvement to the SRN.</p> <p>The Scheme will reduce congestion-related delay, increase the overall capacity of the A47 and improve road safety and traffic flow. Journey time and reliability will be improved, making movements at the junctions more free-flowing and journey times more predictable.</p> <p>The Scheme is also in general accordance with policies and objectives contained in the local development plan through supporting economic development. The Joint Core Strategy for Broadland, Norwich and South Norfolk 2011, as amended by the Broadland Part of the Norwich Policy Area: Local Plan 2014, acknowledges the congestion issues on the A47 to the west of Norwich caused by the single carriageway Sections of the road through the area, "The A47 to the west provides strategic road access to the Midlands and North. It is mostly single carriageway in Norfolk and suffers from congestion and safety issues. Significant growth is proposed at East Dereham and King's Lynn," (Para 3.19). Policy 6 of the Local Plan seeks to improve the transportation system in order to</p>

Reference	Relevant Representation	Applicant's Response
		<p>develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy. One of the ways this will be achieved is “by promoting improvements to the A11 and A47”. The policy recognises that supported strategic improvements to aid delivery and economic success include A47 improvements to reduce the significant stretches that remain single carriageway. (see the Case for the Scheme (TR010040/APP/7.1 Rev 1))</p> <p>The NATS traffic DM ‘without scheme’ model analysis shows that strategic traffic growth across the A47 corridor, as well as local traffic from the villages of Blofield, Brundall and Acle, will cause an increase in peak hour traffic flows (see the Transport Assessment (TR010040/APP/7.3 Rev 1 Section 7.4)). This traffic growth will further exacerbate the existing capacity issues along the Scheme section, resulting in increased delays and longer journey times in the DM ‘without scheme’ assessment.</p> <p>The results of the traffic modelling assessment show that the Scheme improves the overall operation of the network (TR010040/APP/7.3 Rev 1 Section 7.6: increase in average speeds of up to approximately 1%) as well as improving A47 peak hour journey times (TR010040/APP/7.3 Rev 1 Section 7.6: approximately 20% to 30% depended on direction and time period in 2025). Therefore, although the model shows a small increase in average delays at Acle roundabout (TR010040/APP/7.3 Rev 1 Section 7.8: increase in average delay of approximately 0.1-0.2 minutes), these delays are offset by other journey time improvements along the A47 and the wider network. Hence the scheme produces an overall improvement in network wide average speeds as shown in the wider area NATS model analysis (TR010040/APP/7.3 Rev 1 Section 7.6).</p> <p>The NATS traffic DM ‘without scheme’ model analysis shows that strategic traffic growth across the A47 corridor, as well as local traffic from the villages of Blofield, Brundall and Acle, will cause an increase in peak hour traffic flows. This traffic growth will further exacerbate the existing capacity issues along the Scheme section, resulting in increased delays and longer journey times in the DM ‘without scheme’ assessment. The results of the traffic modelling assessment show that the Scheme improves the overall operation of the network (TR010040/APP/7.3 Rev 1 Section 7.6: increase in average speeds of up to approximately 1%) as well as improving A47</p>

Reference	Relevant Representation	Applicant's Response
		<p>peak hour journey times (TR010040/APP/7.3 Rev 1 Section 7.6: approximately 20% to 30% depended on direction and time period in 2025). Therefore, although the model shows a small increase in average delays at Acle roundabout (TR010040/APP/7.3 Rev 1 Section 7.8: increase in average delay of approximately 0.1-0.2 minutes), these delays are offset by other journey time improvements along the A47 and the wider network. Hence the scheme produces an overall improvement in network wide average speeds as shown in the wider area NATS model analysis (TR010040/APP/7.3 Rev 1 Section 7.6).</p>

RR-018 MARTIN THIRKETTLE

Reference	Relevant Representation	Applicant's Response
RR-018	<p>I wish to fully support the proposal as submitted. The new junction arrangements at the South Walsham/Lingwood/Cantley junction with the A47, particularly the new bridge arrangement is highly welcome as a great improvement to safety at this point. I also welcome the restriction to a west bound access point to the Blofield turn-off as the removal of the ability to access from a westerly direction would significantly increase safety at this point also. The new link between Blofield and North Burlingham via an overbridge is also highly desirable for both pedestrians and cyclists alike and makes the journey between Blofield and North Burlingham far safer.</p>	<p>The Applicant acknowledges the support for the Scheme.</p>

RR-019 THE FURR FAMILY

Reference	Relevant Representation	Applicant's Response
RR-019-1	<p>This representation is made by the Furr Family. Rebecca Furr and Daniel Furr who are also representing the needs of (Redacted). Whilst we do not object in principle to the dualling of the A47 from Blofield to North Burlingham we STRONGLY OBJECT to the design and the contributing factors which relate to road safety, loss of amenity and noise.</p> <p>Highway Safety</p> <p>The Windle is an existing minor road junction off the A47 with the existing dual carriageway. There is a gap in the central reservation allowing right turns in and out. Our biggest concern is that the design has not specifically addressed the road safety issues The Windle will experience as a direct result of the A47 being dualled entirely. There is not a slip road to the Windle and as a result we already have to endure vehicles tailgating when we are indicating to turn left into the Windle. We can only see this aggravating the situation and we urge you to consider closing the Windle or making a slip road so this junction can be safely used in the future.</p> <p>Furthermore we are concerned about our ability to safely use the central reservation to turn in and out of The Windle when the traffic flow and speed of vehicles will be increased by this application. It is noted within the documents that this area has had various collisions but we have not seen any evidence of a road safety audit nor is there any mention of The Windle /2 Hall Cottages in the transport statement despite The Windle and our property directly being affected and considered in other parts of the application such as noise and vibration and ecology (bat surveys). This clearly demonstrates that all significant aspects should be considered and assessed, especially road safety.</p>	<p>The Windle junction and gaps in the central reserve are located on the existing section of dual carriageway and therefore no changes are proposed to these features. The Order limits extend beyond this junction to allow for advanced directional signing for the Scheme and resurfacing works, if required.</p> <p>The scheme will improve the safety of The Windle junction by:</p> <ol style="list-style-type: none"> 1) Closing the lay-by Closing the lay-by to the west of The Windle removes the risk of side swipe and shunt type collisions currently associated with the short weaving length between the lay-by and The Windle. 2) Providing advanced direction signing The current junction does not have any advanced direction signing which would warn drivers of the approaching junction for either vehicles turning into, or exiting, the junction. The closure of the lay-by enables this signing to be introduced. 3) Provision of the new dual carriageway The continuity of the dual carriageway will provide a more free-flowing network, where currently The Windle junction sits at the start of a section of dual carriageway where vehicles will often be "platooned" behind slower vehicles and will be accelerating in lane two to pass before the end of the dual carriageway at Acle. <p>The new compact grade separated junction at the B1140 will create an alternative safe means of crossing from the A47. The distance between the grade separated junction to the east of The Windle, at Acle, and the proposed B1140 is approximately 1.6km. This allows a safe alternative to carrying out right turns at the Windle. Again, due to the continuity of the dual carriageway a more free-flowing network will be provided, which should allow for more opportunities to safely cross at the central reservation.</p> <p>The road safety audit process is carried out at various stages of the</p>

Reference	Relevant Representation	Applicant's Response
		<p>design, prior to opening and during operation, with a further assessment due to be carried out during detailed design early next year.</p> <p>Whilst The Windle is not mentioned in the Transport Assessment (TR020040/APP/7.3 Rev 1), The Windle is referred to in the Scheme Design Report (TR020040/APP/7.6 Rev 1).</p> <p>The study area for the environmental impact assessment is defined based on relevant standards and best practice, which often extends beyond the boundary of a scheme. The methodology is presented for each discipline in the correlating ES chapter.</p>
RR-019-2	<p>Overlooking</p> <p>As a result of increased traffic flow our property is likely to be overlooked more by large vehicles such as buses and lorries. When it is dark we can see the lights of these vehicles from our living room window which then casts a shadow as they pass. The plans propose adding a 2 metre fence (which already exists) from the back of our property, but we would ask Highways England to supply a taller fence of 3m.</p> <p>Furthermore it was our understanding that the layby west of The Windle would be closed in the proposed application but this is no longer the case. As more vehicles will be travelling on the road and potentially using the layby we will experience a greater loss of privacy as the two side upstairs windows and the bottom of our garden can be easily seen from the layby.</p> <p>"Traffic flow</p> <p>We expect the new dual carriageway between Blofield and North Burlingham to be used by approximately 43,000 vehicles a day when it opens in 2023, and 50,000 vehicles a day by 2037. By improving traffic flows we expect drivers will save around two minutes if they travel in either direction. During the morning rush hour we expect our proposed changes to save drivers up to three minutes on their journeys in 2023, and up to four minutes by 2037 for westbound journeys. For eastbound journeys we expect our proposed changes to save drivers up to two minutes in 2023, and up to three minutes by 2037 during the same time period."</p> <p>https://s3.eu-west-2.amazonaws.com/assets.highwaysengland.co.uk/roads/road-projects/A47+Blofield+to+North+Burlingham/Project+update+-+summer+2020.pdf</p>	<p>The proposed 2m fence is included for noise mitigation and not for visual screening purposes.</p> <p>The Applicant can confirm that the lay-by will be closed, as described in the Scheme Design Report (TR020040/APP/7.6 Rev 1) and shown on the General Arrangement Plans (TR020040/APP/2.6 Rev 1).</p>

Reference	Relevant Representation	Applicant's Response
RR-019-3	<p>Noise</p> <p>2 Hall Cottages has been identified as one of the properties within Chapter 11 - Noise and Vibration report to experience a minor adverse affect with predicted Do Something Road Traffic Noise Levels that are above the SOAEL - Significant Observed Adverse Affect Level. At 2 Hall Cottages the short term noise increase due to the Proposed Scheme is predicted to be 1.9dB. This will have an adverse affect on our health and quality of life. The third aim of the Noise Policy Statement for England states "Where possible, contribute to the improvement of health and quality of life through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development." Therefore we would like Highways England to supply a 3m noise barrier at Category B3 to positively improve our health and quality of life. Our property is within Noise Important Area 5209 and we believe the specification of noise barrier should match the other proprieties identified in this category (Table 11-11 Barrier ID 1 is the only other location within Noise Important Area 5209 but is being provided with a 3m noise barrier at category B3 - the proposal recommends 2m, B2 for 2 Hall Cottages). I would like to add that Highways England have already provided some windows, a door and ventilation within our property under the Noise Insulation Scheme. However one of the upstairs windows which can be seen from the layby west to The Windle was not replaced despite us raising concerns about the noise volume of traffic. We kindly request a reassessment is undertaken.</p>	<p>ES Chapter 11: Noise and Vibration (previously APP-049, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) states that, with embedded mitigation in the form of a noise reducing road surface and 2 m high acoustic barrier, the effects due to the change in road traffic noise are not significant at Hall Cottages. Mitigation measures are provided to avoid significant effects at this location, in line with the current UK government policy on environmental noise.</p> <p>The location, height and acoustic performance requirements of each proposed noise barrier were developed to be sufficient to avoid significant effects due to the change in road traffic noise. For this location, a 2m noise barrier was sufficient to achieve this aim and is detailed within ES Chapter 11: Noise and Vibration (previously APP-049, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1).</p> <p>The ES includes a forecast of whether properties qualify for secondary insulation under the Noise Insulation Regulations. It was forecast that no properties are eligible for secondary insulation under these Regulations.</p>

RR-020 STEPHEN EASTWOOD

Reference	Relevant Representation	Applicant's Response
RR-020-1	<p>I wish to lodge an objection in that the lack of a bridge being included into the design specification to cross north/south over the new build A47 dual-carriageway between North Burlingham and Lingwood via the existing FP3 has significant safety and living style consequences for the following reasons. The inclusion of this footbridge crossing the A47 would provide continued valuable access and connectivity currently used by many people who travel North/South and vice versa. It also allows people the choice or option to make use of the local environment as opposed to effectively denying the option of gaining access north/south of the dualled A47. Both alternatives would require significant extra miles via the 2 planned crossing points at the western crossing point (Blofield), and the revised 'eastern' crossing junction west of the existing Cantley B1140 turn off. The option to access via the eastern new B1140 Junction is laden with risk, as stated later within my objection and is not a reasonable alternative. Any re route would require an additional 5 miles to reach the same FP3 point north/south of the A47 as is now the case. Furthermore the inclusion of this footbridge would also be a natural 'Land bridge' across the A47 dualling, as the central reservation would clearly restrict animals which I and others have observed crossing the single carriageway whilst out walking. This concept is normally factored into new builds across Europe and hope it is of worthy consideration and to be installed into the final submission plans. The provision of this footbridge would avoid the physical geographical separation of the Parish of North Burlingham and Lingwood ,encourage more walkers and cyclists alike and enhance the quality of life for all parishioners. The lack of this footbridge would degrade any future options to encourage walking and/or the use of bicycles in accordance with a eco friendly Safe Route to School policy. It would dissuade (redacted) (and their respective carers), from cycling/walking to and from the school due to the only option being available is the parlous 'eastern route; from North Burlingham to Lingwood and return. This footbridge at FP3 crossing point would also be an excellent opportunity to incorporate it into future proofing such as Sustrans/ regional cycle/ footpath routes as and when the opportunities arise. In particular the location of this footbridge is relatively</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, '<i>Providing for Journeys on Foot (2000)</i>', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. The IHT document identifies 1.4m/s as an average walking speed on asphalt surfaces. The application of this walking speed indicates a walking time of around 30 minutes to reach the primary school and villages hall and 28 minutes to reach the railway station, irrespective of any delay associated with crossing the A47. These sizeable walking distances and walking</p>

Reference	Relevant Representation	Applicant's Response
	<p>close to the Broadland National Park boundary and would therefore enhance and encourage many peoples choices to access this area without compromising their own safety when walking/cycling via the 'eastern junction' bridge. The new A47/ B1140 junction provides a much improved access to and from the Cantley Sugar processing plant upon which this road is frequented by hundreds of large lorries during the sugar-beet season. The untended consequence in not providing a crossing (FP3) supports HE reasoning and proposal that pedestrians and cyclists can route to and from Burlingham/Lingwood via the revised A47 at the eastern junction crossing point . This stated option bears close scrutiny and is not in accordance with the provision of a safe route to school. The provision of a separated cycle way/footpath within the proximity of the junction is very much that, away from the new junction area, the premise proposed or assumed by HE that this choice of 'route' would continue onto Acle Road and thereafter Lodge Road is based upon flawed assumptions regarding the safety of this entire route. The 'eastern' junction design meets the safety criteria within the immediate vicinity, however, it is the reasoning by HE of which route will be taken by pedestrians and cyclists south of the new B1140 road is very much a dangerous option to all road users. This route (Acle Rd), is by default the only one available, but is inherently not a safe road for cyclists or pedestrians as there are 90 degree blind bends, no footpaths and forward road visibility for vehicle users is very limited due to side vegetation. Therefore any premise that the 'Eastern Crossing' bridge leading onto Acle Road south of the B1140 would safely mitigate or support the decision to omit this footbridge proposal at FP3 point is significantly flawed on safety grounds, for both cyclists and pedestrians alike. It does not provide a safe route to/from Lingwood Village and more importantly Lingwood Primary School, this would be highly dangerous if such a journey was to be undertaken. Leading on, if an Impact and Risk assessment was to be conducted in evaluating the safety of this 'route' in its entirety, it would objectively detail a very high safety risk of threat to road users.</p>	<p>times indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practicable route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important. Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to</p>

Reference	Relevant Representation	Applicant's Response
		<p>deter recreational trip makers.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>Burlingham FP3 is a public footpath so cannot be used legally by cyclists and equestrians. All existing cycle trips between Lingwood and North Burlingham and between other destinations north and south of the A47 are required to make use of the local highways and cross the A47 at the existing at-grade junctions. Cyclists facilities will be incorporated at the North Burlingham Junction to facilitate the safe north south movements across the A47. For cyclists to use Burlingham FP3, its status would need to be legally changed to that of either a bridleway or cycle track for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on Burlingham FP3</p> <p>There is no requirement for the Scheme to provide facilities for pedestrians on the B1140/Acle Road due to the provision of the new public footpath linking to Burlingham FP3 and the permissive routes to the south of the A47. The provision of new facilities for cyclist on the B1140/Acle Road is outside of the scope of the Scheme.</p>
RR-020-2	<p>I am assuming the consequences I have detailed in HE taking the decision not to have a footbridge at the FP3 point would fall normally fall outside the normal remit of HE area of responsibility. However, I am very much keen to bring this to your attention and HE should consider this safety issue with key partners collectively, including Road Safety GB. Joint shared obligations with regard to duty of care in maintaining a safety culture would permit this decision being assessed objectively. Therefore HE decision in not providing a bridge crossing at FP3 point should based on sound evidenced based reasoning and has no significant overall impact on safety of all Parishioners and other road users in other</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect.</p>

Reference	Relevant Representation	Applicant's Response
	<p>locations. I fully appreciate the political and designated areas of legal responsibilities of both HE, NCC Highways and BDC however, in this particular circumstance a shared safety risk assessment based on sound evidence would conclusively support the provision of the footbridge at the FP3 point mitigating and in most cases removing Risk of using alternative routes completely. A shared informed approach to safety by way of a risk assessment in turn, would support and compliment the possibility of pro rata responsibilities being burden shared, including the costs in building the footbridge between all respective stakeholders. This long awaited A47 improvement enhances overall road safety and connectivity on the east/west corridor is welcome. However, there appears to be 'gaps' or omissions of the proposed east/ west cycle pedestrian pathways between Acle and Blofield which I hope will be addressed during this phase of consultations and adjustments as this will not be retrospectively made in future works nor budgeted for. Thank you for taking time to consider my objection and that the inherent aforementioned Safety Risks I have identified would be completely negated if HE was to reconsider its decision and plan on building a footbridge at the FP3 A47 crossing point</p>	<p>The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-021 CHRISTINE DYE

Reference	Relevant Representation	Applicant's Response
RR-021	<p>I would like to put on record, that I believe it would be of immense value to the residents of Lingwood and North Burlingham if there was a means of walking from one village to the other. These 2 communities have always been linked, they have a joint Parish Council, but since the A.47 came into existence the 2 communities have been cut off from each other. To cross the A47 is to take your life in your hands, and to get from Lingwood to North Burlingham involves a circuitous route by car. We have used North Burlingham woods as a place of recreation for the past 11 years since our (Redacted) and it would be lovely if we were able to walk there through the woods. What a great community asset that would be.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-022 EMILY ROUNCE

Reference	Relevant Representation	Applicant's Response
RR-022	<p>A footpath or underpass etc, really is needed in order to link Lingwood and Burlingham trails. There is a lack of safe places to walk in Lingwood without walking on roads and more footpaths make this a lot safer for the public. Also not everyone uses blofields facilities and being so close to acle it also makes sense to include paths for access there as well. Especially at a time where people are being encouraged not to drive, it would be much more eco friendly to introduce these paths</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A in this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document,</p>

Reference	Relevant Representation	Applicant's Response
		<p>'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment</p>

Reference	Relevant Representation	Applicant's Response
		<p>indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists. With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-023 JAN SIMS

Reference	Relevant Representation	Applicant's Response
RR-023	<p>As we are being encouraged to walk, ride, take more exercise, a footpath/cycle track from Blofield A47 to Acle should be seen as a necessity. There is already a footpath from the lay-by opposite The White House to Acle, this should be extended to Blofield. This track would be used by many if it was safe to do so. Acle has the (redacted) activities and clubs plus Acle has so many amenities, such as large Medical & Treatment Centre, Library, various shops, cafes and businesses. More transport arrangements. North Burlingham has no facilities at the moment, Acle is the place to go for everything, Post Office, etc and it would be great to be able to walk or ride there. The NDR has footpath and cycle track which is widely used and enjoyed by all. Obviously at the moment it is very dangerous to try and cross the A47 so therefore nobody does, safety crossings need to be installed too</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane</p>

Reference	Relevant Representation	Applicant's Response
		<p>in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-024 KERRY STURMAN

Reference	Relevant Representation	Applicant's Response
RR-024	<p>I am recording my frustration and disappointment in relation to the lack of bridge/underpass in the dialling plans for the A47 at North Burlingham. It is vital to have a safe crossing point. Like many from Lingwood, I often walk (redacted) in the woods at North Burlingham but have to take the car, due to the lack of safe places to cross</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north</p>

Reference	Relevant Representation	Applicant's Response
		<p>south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland</p>

Reference	Relevant Representation	Applicant's Response
		<p>Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-025 LUCY ANDERSON

Reference	Relevant Representation	Applicant's Response
RR-025	<p>Please please allow crossing the A47 from Lingwood Community Woodland to North Burlingham woods. I will be very sad to no longer be able to do this walk and run route. Further I believe cycle paths should be put in wherever possible. The roads to Blofield and Brundall are not good for bikes (fast cars on narrow bendy roads). I only travel on them by car - taking field routes if on foot but I cannot do this on a bike. Cycle path to Acle would massively improve the ability to get on a bike, and also enable routes (redacted) - important for their growing up in the habit of using bikes instead of car.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result</p>

Reference	Relevant Representation	Applicant's Response
		<p>in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-026 MARC CHILDERHOUSE

Reference	Relevant Representation	Applicant's Response
RR-026	<p>The building of a foot bridge crossing the A47 at North Burlingham, would connect the Footpaths between Lingwood and North Burlingham, and would create a lovely walk. It would also provide a safe method of crossing the A47 which is sadly not available today, thus preventing residents from utilizing these fantastic public rights of way</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km</p>

Reference	Relevant Representation	Applicant's Response
		<p>for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of</p>

Reference	Relevant Representation	Applicant's Response
		<p>the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-027 MICHAEL BRIGGS

Reference	Relevant Representation	Applicant's Response
RR-027	<p>I fully support the development of this road but I think that it is imperative that this road does not mimic a Wall for those those who cycle and walk. Surely it would be more helpful to provide a family friendly crossing point at the birth of this project rather than wishing that it had been done once the first traffic uses it</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both</p>

Reference	Relevant Representation	Applicant's Response
		<p>the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward</p>

Reference	Relevant Representation	Applicant's Response
		<p>connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-028 PHIL HENRY

Reference	Relevant Representation	Applicant's Response
RR-028	<p>I am requesting that you give due consideration to an additional bridge or underpass to connect Lingwood Community Woodland to North Burlingham Woods. I often walk both of these areas with (redacted), but it is not safe for him to cross from one to the other, so we always use the car to access North Burlingham Woods. I also regularly run and cross the existing single carriageway with great care. The construction of a dual carriageway will remove this possibility and therefore an additional safe crossing to connect these green areas and the two communities is essential as part of this development</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements</p>

Reference	Relevant Representation	Applicant's Response
		<p>across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down</p>

Reference	Relevant Representation	Applicant's Response
		<p>to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-029 PHILIP BARNES

Reference	Relevant Representation	Applicant's Response
RR-029	<p>As a parishioner of Lingwood I would like to ask the Planning Inspector to consider the need for a footbridge or underpass for walkers, cyclists and horse riders to link Lingwood Community Woodland to Burlingham Woodland Trails. There is currently no way of crossing even the single carriageway at this point with safety and a dual carriageway will not improve this situation. Walkers, runners, cyclists and horse riders would all utilise an underpass or bridge at this point and it would alleviate the need to take a motor vehicle locally to the other side of the carriage way. The ability to cross the carriageways at this point would vastly improve a situation which sees lots of people having to use cars to cross and then park on the opposing side of the carriageway for numerous reasons from catching trains, to enjoying walks, runs and rides, to going shopping. Please help rejoin two local parishes and a very valued local network, which has been greatly used during the pandemic but could be significantly improved by the inclusion of a safe crossing of the new highway</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-030 SALLY MEDLER

Reference	Relevant Representation	Applicant's Response
RR-030	<p>I believe we need a bridge over the new road so that we can walk from Lingwood Community Woodland to North Burlingham Woodland. The A47 has become a huge barrier for us as the road is so dangerous to cross. Please can this be seriously considered as it will be a great help, and make getting across the new dualled road possible</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document,</p>

Reference	Relevant Representation	Applicant's Response
		<p>'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment</p>

Reference	Relevant Representation	Applicant's Response
		<p>indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-031 SARAH L DAVISON

Reference	Relevant Representation	Applicant's Response
RR-031	<p>Please can we have a foot. Ridge or under pass to link burlingham woods to lingwood as at present the road is impossible to cross. This means we drive 0.5 miles to start the woodland walks in burlingham when we could just walk across. Also a cycle path to acle would make it safer and easier for (redacted) at present cycling is not an option but it easily could be</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140</p>

Reference	Relevant Representation	Applicant's Response
		<p>junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists. With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-032 SOPHIE HUDSON

Reference	Relevant Representation	Applicant's Response
RR-032	<p>Consideration needs to be given to a crossing way at the junction close to burlungham woods as this is a popular cycle and walking route from the back of St Peter's Wood over to Burlingham Woods. This proposal cuts off access to this area for walkers and runners and young cyclists as the 'go around' options are too lengthy.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements</p>

Reference	Relevant Representation	Applicant's Response
		<p>across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down</p>

Reference	Relevant Representation	Applicant's Response
		<p>to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-033 STEPHEN BALFE

Reference	Relevant Representation	Applicant's Response
RR-033	<p>As a resident of Lingwood, I myself and many of my friends use the Lingwood Community Woodland recreationally and cross the A47 here to access Burlingham Woodland Trails very regularly. This has always been a crossing point for residents from both sides of the A47. I am very concerned that no provision is included in the plan to create a proper crossing here (footbridge or underpass). I would strongly encourage that this is reconsidered and a suitable crossing should be incorporated into the plan. Lingwood is a growing community the crossing here is always</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north</p>

Reference	Relevant Representation	Applicant's Response
	<p>going to receive a lot of use.</p>	<p>south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland</p>

Reference	Relevant Representation	Applicant's Response
		<p>Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-034 HUNT FAMILY

Reference	Relevant Representation	Applicant's Response
RR-034	<p>Our family of 5 individuals would like to see;</p> <p>1) a crossing to Lingwood to give access to a rail station and our designated school, either in the form of an underpass at Lingwood Road or a bridge to link with the footpath roughly opposite St Andrews, and 2) a path from the South Walsham Road junction running about 400m towards Acle - where it can join the existing path near The Windle. This would complete an off-road foot/cycle path after the dualling is complete all the way from Blofield via Burlingham to Acle Neither feature in Highways England's current plans. They cite lack of demand despite being petitioned with over 1000 signatures from visitors and locals who said they would use both.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km</p>

Reference	Relevant Representation	Applicant's Response
		<p>for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of</p>

Reference	Relevant Representation	Applicant's Response
		<p>the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists. With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle</p>

Reference	Relevant Representation	Applicant's Response
		<p>Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-035 JAN DAVIS

Reference	Relevant Representation	Applicant's Response
RR-035	<p>On the 25th March, I attended a parish council webinar hosted by Norfolk ALC on the Green Ways project for which funding is available to support the connecting of Green Spaces via Green Ways by footpaths, cycleways, bridleways, and other Public Rights of Ways (PRoWs). The presentation by (redacted), the Norfolk Walking & Cycling Champion, and (redacted), the responsible officer at County Hall, highlighted the Burlingham Master Plan for circular walks and trails on the NCC-owned Burlingham estate, the other side of the A47 from Lingwood and Strumpshaw. Many residents to the south of the A47 are concerned at the lack of access along centuries-old public paths that have been cut by the existing A47 and even more so by the plan to dual the road. It is not the first time this issue has been raised during consultations with Highways England. An HE officer actually said at a forum in Blofield that "we design the road first and then consider paths and bridleways". This is clearly a flawed approach. There appears an ideal opportunity in this case for Highways England to engage with the County Council to design into the project a "Green Ways" scheme to provide the access that is clearly needed, certainly in this day and age. See the NCC website which states, "Greenways offer a safe route for people and animals to travel." https://www.norfolk.gov.uk/out-and.../norfolk-greenways</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately</p>

Reference	Relevant Representation	Applicant's Response
		<p>2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield</p>

Reference	Relevant Representation	Applicant's Response
		<p>Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-036 MARGARET KINGSTON

Reference	Relevant Representation	Applicant's Response
RR-036	<p>I believe there should be a bridge or underpass connecting Blofield and North Burlingham Woods. I live in Acle but use the woods a lot and shop in Blofield and a connection between the two places is essential for local walkers and holiday makers. There needs to be a safe, cycling route from Acle to and from Blofield and beyond. This would help with local cyclists and holiday makers and make our part of Norfolk , a safe place to cycle</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The proposed Blofield Overbridge the new shared footway / cycleway along the former A47 will facilitate safe connections between Blofield and North Burlingham for pedestrians and cyclists.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p>

Reference	Relevant Representation	Applicant's Response
		<p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-037 NIKKI THOMAS

Reference	Relevant Representation	Applicant's Response
RR-037	<p>It is disappointing that our current route across the A47 will no longer be available after the A47 dual carriageway is in place. We can currently cross and go down Lingwood lane providing a route to the train station. It's also a handy circular route back from Acle on my bike</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>Access to Lingwood Lane for pedestrians will be maintained by the proposed new public footpath running east to west and to the south of the new A47.</p> <p>The circular cycle route from Acle will be maintained and enhanced by the</p>

Reference	Relevant Representation	Applicant's Response
		cycle facilities incorporated into the North Burlingham Junction.

RR-038 SIMON WEEKS

Reference	Relevant Representation	Applicant's Response
RR-038	<p>I am concerned about pedestrian access between Burlingham and Lingwood, and , Burlingham and Acle. Currently there is a footpath directly from Burlingham to Lingwood which I use quite often as I do a lot of country walking, as do many others, as it is all connected as part of the woodland walks, laid out by NCC. Walking to Acle, to shop, can only currently be achieved either by walking on the A47 dual carriageway, which is dangerous, or walking through the woodland walk to the Windle where you can connect to the existing pavement, but during any period if wet weather, this is not passable except in wellington boots. Surely, encouraging walking rather than use of vehicles is something that should be encouraged? As a minimum, we need pedestrian access along the old main road, over the interchange at the B1140 junction, and south to Lingwood, but also onwards eastwards as far as the Windless, to join up with the existing pavement.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km</p>

Reference	Relevant Representation	Applicant's Response
		<p>for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking</p>

Reference	Relevant Representation	Applicant's Response
		<p>trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-039 DAVID COOMBES

Reference	Relevant Representation	Applicant's Response
RR-039	<p>We would like to bring to your attention previous discussions and support for a walking/cycle route to be integrated into the proposed road scheme. In particular to put in place a path from the South Walsham Road junction running about 400m towards Acle where it can join the existing path near The Windle. Alternatively or in addition it could link into the existing footpaths from Burlingham Woods to Acle via The Windles - this is managed by Norfolk County Council but needs enhancing to be fully utilised. Either would complete an off-road foot/cycle path after the dualling is complete all the way to Acle. The pandemic has created a demand for more walking cycling routes which by all Government surveys indicate will continue.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2,</p>

Reference	Relevant Representation	Applicant's Response
		<p>South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-040 RICHARD MORTON

Reference	Relevant Representation	Applicant's Response
RR-040	<p>As Vice Chair of Burlingham Cottage Gardeners Association and a Parish Councillor, I have attended all HE meetings and participated in the consultation process. I firmly believe that the several changes of the HE Team has resulted in scant accumulated local knowledge due to poor internal briefing. How else would it be possible for HE to conclude Blofield is Burlingham's shopping destination of choice? They have also declined to share survey results - notably failing to find the commuters that</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p>

Reference	Relevant Representation	Applicant's Response
	<p>regularly cross the A47 at the Lingwood road and White House crossings. There is also an important democratic point to be made: North Burlingham and Burlingham Green pay precept to the joint Lingwood and Burlingham PC. The facilities we help fund, school, village hall plus the station, shops and pubs should all be equally and easily available by foot or cycle (HE appears to be motor-centric) as they are now. To deprive us, to encourage motor use, to depress cycling and walking, to add significantly to distance or simply to remove choice should not be in their remit. We have asked for a crossing, either an underpass at Lingwood Road or bridge to link FP3, opposite St Andrew's and a short path extension from the White House crossing (South Walsham Road) to the existing layby (to be decommissioned) which will allow off-road cycle and pedestrian access all the way from Blofield to Acle. Both these have featured in early drafts and discussion, but both now no longer feature. HE cite 'lack of demand'. They have a thousand+ signature in their possession proving demand, but decline to advise in what way it is inadequate. We have villagers and others from the south wanting to cross, that do cross now - but wish to do so safely, on the route of their choice, over HE's new Road. HE have failed in their duty to consult in the fullest sense and have failed to devise a scheme that delivers to the Community they disrupt. In particular the have consigned all children north of the A47 to a school lifetime of car use. They will never "walk, scoot or bike" as Government encourages</p>	<p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the</p>

Reference	Relevant Representation	Applicant's Response
		<p>recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are</p>

Reference	Relevant Representation	Applicant's Response
		attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.

RR-041 DIANA MCKIE

Reference	Relevant Representation	Applicant's Response
RR-041	<p>I would like to press for a footbridge or underpass to link Lingwood to North Burlingham when the A47 is dualled between Blofield and Acle. At present I walk from Lingwood to North Burlingham woods and from here continue on a variety of longer walks. This is via the footpaths behind Lingwood church, but crossing the A47 on foot is precarious at any time due to sugar beet lorries and the volume of traffic. When the road is dualled, it will be impossible to cross and this will mean having to drive to get across the A47. More cars will mean more parking issues at North Burlingham and also defeats the object of exercising. A footbridge or underpass will open up walks to a wide range of people from both villages and beyond. The proposed bridges at either end of the dualling will not link the two communities as they are too far away.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred</p>

Reference	Relevant Representation	Applicant's Response
		<p>maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking</p>

Reference	Relevant Representation	Applicant's Response
		<p>trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-042 CLARE PERKINS

Reference	Relevant Representation	Applicant's Response
RR-042	<p>I really believe that a footbridge or underpass for walkers, cyclists and horse riders to link Lingwood Community Woodland (behind the church) to Burlingham Woodland Trails should be built. The crossing would also provide an essential route for our residents north of the A47 to walk or cycle to the station, school and other amenities in Lingwood. It would also be an essential crossing for runners, as anyone who has crossed the existing single carriageway from the Community Woodland to run around Burlingham Woods and the surrounding area would know. This addition has been requested by local Parish Councils, Broadband District Council and Norfolk County Council as well as plenty of other local residents. This scheme should be future proofed for local residents as well as road users and this is a vital part of this</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park</p>

Reference	Relevant Representation	Applicant's Response
		<p>can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-043 RANDLESONE FAMILY

Reference	Relevant Representation	Applicant's Response
RR-043-1	<p>The details provided in the DCO documents (in particular the Book of Reference, Statement of Reasons, and Land Plans) have not included myself or my partner (redacted) as 'Other persons with interest', despite us owning land which can only be accessed from the public highway across plot 2/3 and 1/5 or 2/4 which are all plots for temporary use or permanent acquisition on the Land Plans. This is from a change in land ownership in late 2019/early 2020. A large section of Sunny Acres was transferred to myself and my partner on title deed NK496972. This does not seem to have been included anywhere in the DCO documentation, so I assume that the information was sourced prior to this. This transfer included access rights across Sunny Acres property, and to/across the private road in plot 1/7 and 2/3 on the plans. It also included transfer of all the access rights afforded to Sunny Acres as mentioned below, and included in title deed NK224390. After reading through the documents included in the DCO application, we would like to point out the below inaccuracies in the 4.3 Book of Reference, and 4.1 Statement of Reasons: Plot 1/7 and 2/3 is listed as ownership of (redacted) but as specified above, myself and partner should now be listed as 'Other persons with interest' for this property. Plots 1/5, 2/4, 2/6, are all listed as ownership by the (redacted) family (various members and business entities), however neither (redacted), or I are listed as 'other persons with interest' for these, despite it being listed in the land registry title deed NK229183 that Sunny Acres has these rights of access (which were transferred in the sale of Sunny Acres from (redacted) in 2012, and land transfer to us in 2019/20). I'm unsure if the rights of access here have perhaps been confused with those listed on title deed NK183506 which is for the farm land to the north of the privately owned road, but does not include the private road itself (which is on the aforementioned title deed NK229183).</p>	<p>The Randlesome Family had provided this feedback to The Applicant prior to submitting their Relevant Representation.</p> <p>The Applicant responded in writing on 16 April 2021 and the text of the letter is set out below:</p> <p>A47 BLOFIELD TO NORTH BURLINGHAM PLANNING ACT 2008 SECTION 56: NOTIFYING PERSONS OF ACCEPTED APPLICATION</p> <p>Thank you for your email of the 30th March (REDACTED) advising us of ownership and rights of certain plots within the Book of Reference for the A47 Blofield to North Burlingham Scheme.</p> <p>I apologise that rights over these plots were not identified and Highways England will be providing an updated Book of Reference which the Planning Inspectorate will publish on the scheme page of their website.</p> <p>Highways England submitted its application for a DCO on 30th December 2020. This application was accepted for examination by the Inspectorate (on behalf of the Secretary of State) on 27th January 2021. Highways England is now writing to you as we are required to notify you of an accepted application.</p> <p>The proposed A47 Blofield to North Burlingham (the "scheme") which comprises 2.6km of dual carriageway on the A47 between Blofield and North Burlingham, improvements at Yarmouth Road Junction, a compact grade separated junction at the B1140 Junction, a new overbridge at Blofield, new drainage systems, lighting, closure of an existing layby and provision of a new layby walking and cycling routes connecting Blofield and North Burlingham, fencing safety barriers and signage, environmental mitigation and diversion of utilities (the "scheme").</p> <p>Highways England is seeking development consent for the scheme under</p>

Reference	Relevant Representation	Applicant's Response
		<p>the Planning Act 2008 (the "2008 Act"). This legislation requires Highways England to make an application to the Planning Inspectorate ('the Inspectorate') for a Development Consent Order (DCO) to get the consent we need to build the scheme.</p> <p>In accordance with the 2008 Act, please find enclosed with this letter:</p> <ul style="list-style-type: none"> • A copy of a section 56 notice, providing formal notification of acceptance of the application <p>In accordance with the 2008 Act and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, please find enclosed with this letter a USB which contains the following:</p> <ul style="list-style-type: none"> • A copy of the accepted application • A map showing where the proposed development is to be sited (the Location Plan); and • A copy of the Environmental Statement • A copy of the S56 notice <p>Further information regarding the availability of the DCO Application documents and where you can view them is included in the enclosed section 56 notice.</p> <p>Although the period for submitting a Relevant Representation has now closed as you have a legal interest in land affected by a Nationally Significant Infrastructure Project you can still make a request to the Examining Authority to become an Interested Party under s102A of the Planning Act 2008.</p> <p>If you have already submitted a Relevant Representation it will in due course be published on the National Infrastructure Planning website for the Application.</p> <p>For further information about the Application, please contact us using the following details:</p>

Reference	Relevant Representation	Applicant's Response
		<ul style="list-style-type: none"> • Post: A47 Blofield to North Burlingham, Highways England, Woodlands, Manton Lane Bedford MK41 7LW • Email: A47BlofieldtoNorthBurlinghamRIS@highwaysengland.co.uk • Telephone: 0300 123 5000
RR-043-2	<p>We would also like the following points clarified for us please: 2/3 is identified as being for temporary use and rights to be acquired permanently. Could it be identified who will retain a permanent right to this land? Highways England? Utility Companies? Public access? 2.2 Land Plans, drawing sheet 2 of 8, note 2 states that for land in blue (temporary use with permanent rights retained) that rights, easements, etc. will be extinguished unless specified otherwise in the Book of Reference. I can't identify anything that definitely states we (or (redacted)) will retain these rights across 2/4 and 2/3. As this is the only means of access to our properties, we would like to seek assurance that we would retain the rights of access across these plots.</p>	<p>As set-out in the Statement of Reasons (TR010040/APP/4.1 Rev 1) Table 6-1 Plot 2/3 has new rights are sought for utilities.</p> <p>Note 2 states "All easements, servitudes and private rights are proposed to be extinguished, so far as their continued exercise of the rights and restrictions proposed to be acquired by the undertaker on land coloured blue". The intent for plots 2/3 and 2/4 is that the ownership and rights of access across these plots remains as is existing with the additional right sought by the utility provider.</p>
RR-043-3	<p>Plot 1/5 is shown as land to be permanently acquired. Whilst we have no interest in who owns the land, it is our concern that should the road be retained in it's current state, it could lead to the dead-end being used for fly-tipping. If the road is to be retained we would like a gate to be installed to prevent unauthorised access to the plot.</p>	<p>The Applicant has discussed providing a gate to prevent unauthorised access with the landowner and will confirm if this is to be provided during the Examination.</p>
RR-043-4	<p>It may also be worth noting that 2/3b shown on 2.2 Land Plans as being the driveway access to Sunny Acres and our adjacent plot, but the access is actually at the western end of 1/7a and 2/3a (as can be confirmed by Google maps). I'm unsure if this will have any effect on what land will be temporarily acquired by Highways England for this plot</p>	<p>The Applicant notes the comment and confirms there will be no material change to the land acquisition.</p>

RR-044 JOHN CROSBY

Reference	Relevant Representation	Applicant's Response
RR-044	<p>The lack of a footbridge or underpass to link the Lingwood Community Woodland and North Burlingham is a major omission in this plan. The reasons cited in the documents that "because not enough people cross the A47 at this point" is only because the road in its current configuration is too dangerous to cross. The potential of creating well structured and well linked walking routes between Brundall and Acle is there if that crossing point on the road is maintained is huge. The walking crossing point in Blofield has already been removed by the construction of the the new housing estate. Cycle routes and walking routes must be improved not just maintained when carrying out this work.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham</p>

Reference	Relevant Representation	Applicant's Response
		<p>and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-045 GEOFF DICKINSON

Reference	Relevant Representation	Applicant's Response
RR-045	<p>I welcome the dualling of the A47 but wish to make the following points. The A47 bisects the Parish of Lingwood & Burlingham and although it can be crossed now, when it is dualled it will no longer be possible. An underpass for walkers, cyclists and horse riders is needed to enable residents to access amenities in Lingwood and Woodland Walks in North Burlingham and beyond. An underpass would also assist with wildlife crossing. A footpath/cycleway between North Burlingham and Acle is needed to improve connectivity to Acle and its amenities without the need to drive. The scheme does not 'include the provision of new walking and cycling infrastructure to improve connectivity.' Without an additional underpass to replace FP3, the 'severance effect', which Highways England maintains it wants to reduce, will be intensified. A footpath on the</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult</p>

Reference	Relevant Representation	Applicant's Response
	<p>proposed eastern junction overpass is welcomed but this will not overcome existing severance effects thereby improving connectivity between settlements located north and south of the A47. Concerning a permissive path to Blofield south of the A47; any extra permissive paths/cycleway/bridleways are a welcome addition, as we are losing some due to the dualling. Please note though that the majority of local amenities in the area are not located in Blofield, but in Lingwood and Acle. To get from Lingwood to North Burlingham via this route would add a lot to the journey if walking/cycling/horse riding. As a horse owner, I am losing a nearby bridleway due to the dualling, it would be great to be able to access the North Burlingham bridleways. These requirements are especially needed since the 1st Covid lockdown rule highlighted the need to be able to access the Parish amenities and walks without having to drive, as the rule was stay within your area if you need to drive you shouldn't go. There are underpasses being put in elsewhere on the A47 improvement programme, why not here?</p>	<p>existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle</p>

Reference	Relevant Representation	Applicant's Response
		<p>Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-046 DR DAVID ELLIS

Reference	Relevant Representation	Applicant's Response
RR-046	<p>The construction of a dual carriageway for this section of the A47 is a welcome development but I am concerned that, contrary to the initial plan, there is no facility for non-motorised users to cross the road except by travelling east or west to the next junction. Highways claim that there is no demand for such a crossing but there is local evidence that this is not the case. Their main claim to support this relies on camera observation of the existing footpath crossing which currently is so dangerous that it is no surprise that it is infrequently used. It is certainly too dangerous for children. As a consequence almost all who need to travel across the existing A47 do so by car whereas they would prefer to do so by walking or cycling. North Burlingham has no facilities for public transport and we rely on bus and train services in Lingwood. Our school catchment area is also Lingwood. I have suggested at public meetings that the best solution for non-motorised users is to have a crossing in line with Lingwood road which is due to be closed. An underpass would be best which could also be used by horses. The Burlingham Woodland Walks have become increasingly popular in the last few years, especially so since the covid restrictions. Currently almost everyone has to arrive by car but the possibility of a crossing for walkers and cyclists would make this important facility more accessible for all.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential properties are present in North Burlingham so the number of primary</p>

Reference	Relevant Representation	Applicant's Response
		<p>school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down</p>

Reference	Relevant Representation	Applicant's Response
		<p>to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-047 GRAHAM P COOPER

Reference	Relevant Representation	Applicant's Response
RR-047	<p>My main point of concern is the surface water drainage from the new road and existing topography via current surface water pathways and new drains in to the planned Infiltration Basin at the west end of the scheme close to Blofield. DRAINAGE LAYOUT PLANS TO SUPPORT DRAINAGE STRATEGY REPORT SHEET 2 OF 8 SHEET 3 OF 8 The above plans clearly show the contours of the land and the current surface water pathways which flow to the Infiltration Basin. They also then show the surface water pathway down to the houses at Waterlow. In the last few weeks I have walked south past these buildings at Waterlow and have</p>	<p>In the proposed drainage layout, the existing topography will drain via current surface water pathways to clean water soakaways to the west and east of the proposed infiltration basin, to the rear of the properties at Waterlow. The purpose of the clean water soakaways is to ensure that there is no increase in flood risk from the natural catchment run-off which is conveyed across the scheme. The clean water soakaways will allow overland flow to infiltrate into the ground. The infiltration basin will receive flows from the proposed new road drainage only. This will also drain to ground and will not continue overland along the existing surface water</p>

Reference	Relevant Representation	Applicant's Response
	<p>seen one resident pumping surface water from the back of her property on to the road after heavy rainfall. Over many years there has clearly been a flooding issue after heavy rains from surface water flowing off the fields north and east of the Waterlow houses. In the Flood Risk Assessment (TR010040/APP/6.2) there is an email dated 15 May 2020 to (redacted) from (redacted) that states: Natural overland drainage and existing ditches / streams between the existing A47 and the proposed new mainline will be intercepted by new collector drains and conveyed along the natural drainage paths as far as possible. This will involve culvert crossings of the proposed new mainline. Where it was not possible to connect directly with existing surface water pathways, locations for proposed infiltration via clean water soakaways were identified. The current red line boundary (which includes a section from Waterlow to Run Dike tributary at Braydston Hall Lane) was informed by the existing drainage design, where surface water run-off from the road would be directed to an attenuation pond and then discharge to an outfall at a tributary of Run Dike. Further development of the drainage for the proposed scheme has concluded that this was deemed unsuitable and inappropriate and that all road drainage will drain by infiltration methods. The current drainage design is subject to consultation with the Environment Agency. However, currently it is proposed there will be no works within the area surrounding or discharging to Run Dike tributary. If the planned Infiltration Basin and the Clean Water Soakaways fail to accommodate the surface water and stop the flooding of the houses at Waterlow then the drainage strategy for the A47 has failed at the west end of these works. In such a case further work would be necessary to ensure that the surface water run off north and east of the houses at Waterlow must connect and discharge in to the Run Dike tributary.</p>	<p>pathways. All drainage has been kept within the natural catchments and infiltration to ground will not result in an increase in surface water flows in this area.</p> <p>The existing surface water flood flow pathway for the west of the Proposed Scheme drains towards the southern houses at Waterlow. This has been confirmed from:</p> <ul style="list-style-type: none"> • topographical surveys; • LIDAR; • a surface flow pathway map provided from Norfolk County Council (created using a bare earth DTM derived from a LIDAR/NextMap composite at a horizontal grid resolution of 2m); • site walkover survey • a surface flow pathway assessment undertaken by the Applicant for the purposes of examining the hydrological regime for the Proposed Scheme. <p>The observations of a resident pumping water from their garden at a property to the south of Waterlow following heavy rainfall is noted. It is understood that there is an existing flooding issue at this location and that this results from overland flow from the natural catchment and existing roads draining to this point to the south of the houses at Waterlow.</p> <p>As part of the preliminary drainage design development, an option to discharge road drainage to the tributary Run Dike, 1 km to the south of the Proposed Scheme was thoroughly examined (Appendix 13.2 – Drainage Strategy (APP-110)). This was ruled out due to being proximate to a Flood Zone identified by the Environment Agency. Further examination was undertaken to consider drainage to ground upstream of the Run Dike tributary, however, this was considered unsuitable due to proximity to a groundwater Source Protection Zone and to a Site of Special Scientific Interest (SSSI). The preference was to discharge close to the source by infiltration methods and these systems have been designed to achieve the best possible effective infiltration. The preliminary design has been reviewed by the Environment Agency and Norfolk County Council and a Statements of Common Ground are being prepared to agree in principle</p>

Reference	Relevant Representation	Applicant's Response
		for these designs. The design has been developed to provide the best possible protection for properties downstream of the scheme and will not increase the incidence of flooding experienced by these properties.

RR-048 R F CHALK

Reference	Relevant Representation	Applicant's Response
RR-048	<p>Provision of a bridge/underpass for walkers and cyclists between North Burlingham and Lingwood, to link the two halves of the parish and provide safe onward routes for active travel. It has been stated that there is little demand, whereas in fact there is a great hidden pent-up demand: for years it has been far too dangerous to cross the A47 at North Burlingham. The benefits in terms of active travel would be significant, for both leisure and shopping. There would be a safe walking route from Lingwood to Acle for dentist, hardware shop, supermarket etc. There would be safe onward cycle routes to places north of our parish, such as Upton, South Walsham and Ranworth. Walking and cycling have proven environmental and health advantages over feeling forced to use a car for safety.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The</p>

Reference	Relevant Representation	Applicant's Response
		<p>current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access</p>

Reference	Relevant Representation	Applicant's Response
		<p>and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-049 ELEANOR LAMING

Reference	Relevant Representation	Applicant's Response
RR-049	<p>We are experiencing a climate crisis, and serious damage to the ecology and biodiversity of our planet. I think that the building and expansion of more roads cannot be supported in the light of this. Road construction itself creates carbon emissions together with the production of emissions caused by ongoing use of petrol and diesel vehicles on these roads. There is legislation in place to support this view: The UK is signatory to the Paris Agreement (2015) which urges countries to limit global heating to no more than 1.5 degrees C compared to pre-industrial levels. At the most the figure reached should be 2 degrees C. The Climate Change Act 2008 proposes that the UK must meet net-zero carbon emissions by 2050. The UK has been given guidance by the Climate Change Committee to reduce net annual emissions by 78% by 2035 (from a 1990 baseline). It recommends reduction of emissions through all types of decisions made about infrastructure, and this includes roads. NPPF item 148 requires the planning system contribute to radical reductions of greenhouse gas emissions. Road building and expansion can also have a major impact on the surrounding ecology. The scheme would need to look at guidance in relation to the Conservation of Habitats and Species Regulations 2017.</p>	<p>ES Chapter 14: Climate (AS-004) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme which are presented in relation to the UK's legally binding carbon budgets. A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as reporting estimated emissions associated with the Scheme, Section 14.9 of Chapter 14: Climate (AS-004) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p> <p>Impacts of the Scheme on designated sites that form part of the National Sites Network (made up of European sites) are considered in the Chapter 8: Biodiversity (APP-046) and the likelihood of significant effects on European sites is evaluated in the Report to inform the HRA. The Conservation of Habitats and Species Regulations 2017 have informed the assessment methodology. Full detail of the methodology is included in the Environmental Statement Chapter 8: Biodiversity (APP-046).</p>

RR-050 HELEN BALL

Reference	Relevant Representation	Applicant's Response
RR-050	<p>I am writing regarding the proposed A47 Blofield to North Burlingham road development , where by the existing layby will be closed, the road will be duelled and there is no provision to cross the A47 to Lingwood other than a new over bridge at Blofield. I currently cycle between Burlingham and Lingwood three times a week, crossing the A47 with the 50 mile limit is possible but will be impossible when duelled with a 70 mile hour limit. I am emailing on this date to register my objection to the plan prior to 6th April 2021. I am raising this objection as I feel the current proposed approach cuts off and isolates Burlingham and Lingwood parish communities, inhibits direct and efficient access to essential amenities and increases the possible harm or injury to people who may potentially take the risk of crossing the dual carriage way at inappropriate points along the A47. Within my objection I would like to propose serious consideration is given to an alternative to a crossing point other than the Blofield bridge. This proposition would allow for investment and construction of a block build underpass under the dual carriage way between Lingwood and Burlingham. Such was the provision made for crossing points during the construction of the new Northern bypass. This type of underpass build would clearly support easy cycle and walking access for people to commute between the two parishes, to gain access to amenities and also to areas of great natural beauty, with an outcome of no or low environmental impact made to visit such areas as the Burlingham woodland walks, The Broads and the RSPB sites. This would also create a real option for people to consider of making more use of the established railway system, all of these completed without generating any additional carbon emissions. Supporting this type of cycle or walking infrastructure ensures that people of all abilities and financial means can easily make a safe and supported crossing to either parish and upholds peoples ability to independently support their own health and well being – which has to be seen as an overarching beneficial investment in the community and an objective for this overall project.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-051 IAN ROBERT CHAPMAN

Reference	Relevant Representation	Applicant's Response
RR-051	<p>frequently cycle between the two parishes of Burlingham and Lingwood Crossing the A47 this is currently possible as is a single carrageway and 50 mile speed limit but this will be impossible when it is a duel carrageway and 70 mile hour sped limit. A bridge or underpass was promised at the initial meetings but these seem to have been discarded.I would therefore like to suggest that the following points below be further considered before finalisation of the plans :- 1) a crossing to Lingwood to give access to a rail station and our designated school, either in the form of an underpass at Lingwood Road or a bridge to link with the footpath roughly opposite St Andrews, and 2) a path from the South Walsham Road junction running about 400m towards Acle - where it can join the existing path near The Windle. This would complete an off-road foot/cycle path after the dualling is complete all the way from Blofield via Burlingham to Acle As a point to</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence</p>

Reference	Relevant Representation	Applicant's Response
	<p>note over 1000 signatures from visitors and locals who said they would use both were recently collected supporting these points . If reconsideration is given and the crossing and path are provided it will benefit the community for ever.</p>	<p>of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield</p>

Reference	Relevant Representation	Applicant's Response
		<p>Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p>

Reference	Relevant Representation	Applicant's Response
		<p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-052 ANDREW M CAWDRON

Reference	Relevant Representation	Applicant's Response
RR-052	<p>One is concerned about the Road Building proposals in the County on the grounds of</p> <p>(a) cumulative impact upon eco systems and the environment, including noise.</p> <p>(b) the lack of assessment of the "killing ground" impact of dual carriageway roadways on wildlife</p> <p>(c) the lack of any planned attempt to reduce transportation movements when this is one of the larger generators of carbon emissions.</p> <p>(d) the lack of any appraisal which seriously attempts to reduce "growth" as an accepted idea, when the planet is a finite resource and our county is similarly part of it.</p> <p>(e) the failure to acknowledge that "mitigation" in current forms is not a solution to the disruption to ecosystems during the years of construction and after for several years.</p>	<p>a) Cumulative impacts are considered in ES Chapter 15: Cumulative Effects Assessment (APP-053) in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017 and Planning Inspectorate Advice Note Seventeen. The potential effects resulting from noise and vibration associated with the construction and operation of the Scheme are considered within Chapter 11: Noise and Vibration of the ES (previously APP-049, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) in accordance with DMRB guidance. This assessment process is in accordance with current UK government policy on environmental noise.</p> <p>b) Impacts of the Scheme, including potential fragmentation of habitat and wildlife strikes, are addressed in the Environmental Statement Chapter 8: Biodiversity (previously APP-046 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) and the likelihood of significant effects on European sites are detailed in the HRA.</p> <p>c) ES Chapter 14: Climate (AS-004) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme which are presented in relation to the UK's legally binding carbon budgets. In the response to the ExQ Chapter 4 question 1.4.1 the Applicant has provided additional information in respect of the Sixth Carbon Budget. The Carbon Budget Order 2021, which provides for the Sixth Carbon Budget, took effect on 24th June 2021. Highways England can only undertake an assessment of the likely significant effect of carbon against published Government policy. Highways England is not responsible for producing the UK carbon budgets, which are set by Government in response to recommendations from the UK Climate Change Committee. The Committee's recommendations informed the development of the Sixth</p>

Reference	Relevant Representation	Applicant's Response
		<p>Carbon Budget . Since the DCO application was prepared the Government has issued its Policy paper "The Ten Point Plan for a Green Industrial Revolution", communicated its new Nationally Determined Contribution (NDC) under the Paris Agreement to the United Nations Framework Convention on Climate Change and, in its press release of 20 April 2021 that announced the sixth carbon budget, confirmed that it is developing an approach to securing net carbon reduction that is committed to innovation. The Government's vision for net zero and the place of roads and transport within it are expected to be published before COP26.</p> <p>A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as reporting estimated emissions associated with the Scheme, Section 14.9 of Chapter 14: Climate (AS-004) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p> <p>d) In accordance with DMRB LA 110, ES Chapter 10: Material Assets and Waste (previously APP-048 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) considers:</p> <ul style="list-style-type: none"> • consumption of materials and products (from primary, recycled or secondary and renewable sources), the use of materials offering sustainable benefits, and the use of excavated soils and other arisings that fall within the scope of waste exemption criteria; and • production and disposal of waste <p>Following the assessment, no residual significant effects were identified.</p> <p>e) In accordance with DMRB LA 108, ES Chapter 8: Biodiversity (previously APP-046 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) considers significant effects on wildlife and habitat during the construction period.</p>

RR-053 BERNARD BARRY TRAWFORD

Reference	Relevant Representation	Applicant's Response
RR-053	<p>Representation to Secretary of State on the proposed dualling of the A47 Blofield to North Burlingham trunk road improvement scheme in Norfolk. REF: TR010040 The dualling of the A47 section of trunk road between Blofield and North Burlingham is going to have significant detrimental affects on my home – Waterlow Cottage, Waterlow, Blofield. NR13 4LJ. The most important and disastrous effect will be the almost guaranteed flooding of my property. All of the surface water off the A47 impermeable carriageways comes down the field at the back of my property and pools on the road outside Waterlow Cottage as this is the lowest point in the area. Ultimately, when it gets deep enough, it floods within my property. To make matters worse the proposed improvement scheme includes a bridge over the new A47 dual carriageway and this will add an extra 275 metres of impermeable road surface to the existing road running past my property. The existing scheme, completed 15 years ago, to remove water off the road will therefore not be able to cope as it was ONLY designed to remove water off the existing roadway surface, not from the field behind my cottage, which will become an ever increasing problem if this proposed scheme goes ahead. The proposed solutions so far put forward by Highways England are in no way adequate to cope with the increased surface water runoff from 3 new stretches of impermeable highway. The second detrimental effect will be the drop in value of my Cottage due to the increased risk of flooding. Thirdly, the new dual carriageway will come within 50 metres of the cottage and will produce significant noise, dust and toxic fumes from traffic travelling so close. The toxic fume level will no doubt exceed the EU and WHO thresholds for clean air environment that the Government is required to enact but has still not done so anywhere in the country. The following is a précis of previous correspondence with Highways England on this subject. Firstly, a scheme was put in place 15 years ago to stop flooding on the road outside Waterlow Cottage. This scheme was designed to only remove surface water coming down the hill and not cope with any water coming off the field behind Waterlow Cottage. The proposed A47 improvement will extend the existing road at the top of the hill to a bridge over the new dual carriageway and add 275 metres of impermeable carriageway to the catchment area of the original scheme.</p>	<p>In response to the potential flooding impact anticipated in the representation at Waterlow Cottage, Waterlow, Blofield. NR13 4LJ, it is recognised that all of the surface water from the natural catchment including the existing A47 impermeable carriageway comes down the field at the back of the property and pools on the road outside Waterlow Cottage as this is the lowest point in the area. This has been confirmed from surface flow mapping of the hydrological regime as part of the development of the Proposed Scheme. It is for this reason that the drainage of the Proposed Scheme has been developed to drain by infiltration and in addition the design has sought to reduce the incidence of existing surface water flooding by routing the overland flows through clean water soakaways to slow down the natural overland flows.</p> <p>The new bridge and the new A47 dual carriageway would drain to a dedicated soakaway and an infiltration basin receiving road drainage run-off. The drainage from these elements will therefore drain at greenfield rates to ground and would not result in an increase in surface water run-off. The proposed infiltration systems for the road run-off have been designed for a 1 in 100-year return period storm with an allowance for 40% climate change. These systems of drainage are new and separate systems to the existing road drainage systems, which relied on much smaller soakaways and existing discontinuous ditches which when overwhelmed, were overtopped and flows continued overland to the low point in the topography. In the Proposed Scheme the systems have been designed to cater for extreme storms.</p> <p>The relevant sections of the existing roadway have been included in the Drainage Strategy for the Proposed Scheme (ES Appendix 13.2 (APP-110)) to mitigate any flooding issues. Any overflowing drainage from existing systems would be captured in the interceptor drains to the north of the new road and the flows would pass through soakaway systems.</p> <p>The new bridge and the new A47 dual carriageway would drain to a dedicated soakaway and an infiltration basin receiving road drainage run-off, and therefore, the new road drainage would not flow down the hill, that</p>

Reference	Relevant Representation	Applicant's Response
	<p>This means additional water will be coming down the hill and the scheme in place was not designed to cope with this. Secondly, The existing A47 single carriageway road generates an enormous amount of water even when it rains moderately. I have calculated that 25 mm of rain produces 100 tonnes of water and all that water comes down the field to Waterlow Cottage. This water ends up on the road outside the Cottage and a year ago it came right up to the front door sill and I got flooded. The flood water left on the road is thankfully removed after a couple of days by the scheme put in place 15 years ago, otherwise it used to stay there for weeks. The water coming off the existing A47 a year ago gouged a trench into the field 2 feet wide, 2 feet deep and 50 yards long so the present holding ditches did absolutely nothing in preventing water flowing off the existing A47 single carriageway! I have asked how the scheme is going to cope with 4 to 5 times the quantity of water that will be generated by the 400 metres of new impermeable dual carriageway? It has been explained that a pond would be included in the scheme. I have asked how this pond would be kept empty? It has been explained that soakaways would be included to allow the water to drain away slowly. I have pointed out on several occasions that the field behind Waterlow Cottage sits on clay and saturates very quickly even with moderate rainfall and then all the water coming off the A47 from a heavy downpour simply ends up behind my cottage. This produces an enormous pond, which eventually overflows into the field at the side of my property, then comes down to the road and ultimately I get flooded. So, if the holding pond fills up and overflows where is all the water going to go and how is my property going to be protected? So far, Highways England have not answered this in detail to my satisfaction. There needs to be an additional piped overflow system from the holding pond that takes the water directly across the Lingwood road to the field systems beyond to ensure the pond is kept completely empty ready for use during a very heavy downpour.</p> <p>Relying on soakaways is not going to work because of the ground makeup and clay subsoil. The field system as it stands can not hold additional water if there has been any rain prior to a heavy downpour as happened 18 months ago when houses at Waterlow were flooded internally. If this scheme is to go ahead I request the Secretary of State to ensure Highways England provide a flood defence system that is going to work 100%. The scheme so far suggested is inadequate to prevent internal</p>	<p>is, Hemblington Road and would not increase the flooding towards the Waterlow properties.</p> <p>The Proposed Scheme would cater for the increase in impermeable road run-off by draining to soakaways and an infiltration basin. This would ensure that the run-off drains at greenfield rates to ground. The infiltration systems for the road run-off have been designed to have storage for a 1 in 100-year return period storm with an allowance for 40% climate change. They are designed to have an appropriate drain down time to ensure that they have sufficient storage for back to back storms, see ES Appendix 13.2 Drainage Strategy (APP-110).</p> <p>Although there is clay in the field behind the properties at Waterlow, it has been found that sand and gravel lenses exist in the deeper strata. The design of the soakaways is such that they will be filled with filter media to convey flows down to suitable strata to achieve effective infiltration. Similarly, the infiltration basin is designed with a depth which will achieve effective infiltration coinciding with sand and gravel lenses. The infiltration basin is designed to have storage for a 1 in 100-year return period storm with an allowance for 40% climate change. In addition, this infiltration basin has a freeboard of 1.4 m. Therefore, an overflow pipe as described by the representation is not required.</p>

Reference	Relevant Representation	Applicant's Response
	flooding of my home. I would appreciate my concerns being addressed and I look forward to hearing from you regarding this urgent matter.	

RR-054 BRYAN ROBINSON

Reference	Relevant Representation	Applicant's Response
RR-054	<p>I am confused at the at-grade junction design for this scheme incorporating a limited widened carriageway at exit and joining locations while the scheme for the section of the A47 upgrade between Easton and North Tuddenham has two major grade separated junctions. The main junction for this scheme must cater for traffic to and from Lingwood. Bearing in mind the population of Lingwood and sugar beet lorries going to Cantley, I am unable to understand why this can be an at-grade design but the junctions for the Norwich Road junction within the Easton scheme which will take much lower levels of traffic has to be grade separated. Both schemes are on the A47 and it would be assumed will be subject to the same design constraints.</p>	<p>VISSIM operational modelling has been undertaken to provide a detailed assessment of the Scheme's performance across the A47 mainline Scheme section and the upgraded B1140 junction. To support this assessment PICADY analysis has been undertaken of the priority junction connecting the de-trunked A47 east to B1140 South Walsham Road on the northern side of the A47. (see Transport Assessment (TR010040/APP/7.3 Rev 1) Section 6.2 'Overview of the Operational Modelling' and Section 7.8 'Impact on Junctions, Queuing and Delay').</p> <p>For the VISSIM and PICADY assessments, October 2019 traffic counts were utilised to calculate the additional seasonal growth in traffic relating to the British Sugar PLC located in Cantley. The additional British Sugar PLC demand was added to the NATS 2040 forecasts. This ensures that the VISSIM and PICADY operational assessments account for the extra demand generated from the British Sugar PLC during its seasonal period. In summary the VISSIM and PICADY analysis shows that the Scheme design is suitable even during the British Sugar PLC peak season where there is a large increase in HGV demand.</p> <p>VISSIM (Section 7.8 of APP-122 from 7.8.1 to 7.8) shows minimal delay on all merges and diverges.</p> <p>PICADY (Section 7.8 of the Transport Assessment (TR010040/APP/7.3 Rev 1) from 7.8.1 to 7.8.3) indicates that all arms will operate well within the available capacity and that on average minimal delays of around 6-10s will be experienced during peak periods.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The Scheme Design Report (TR010040/APP/7.6 Rev 1) sets out the justification for the junction at Yarmouth Road and details the options considered. A grade separated junction was discounted due to the low use of the existing junction arrangement in the forecast future years do-minimum scenario with the strategic traffic model.</p> <p>The B1140 junction is proposed to be a compact grade separated junction based on the traffic flows and existing constraints.</p>

RR-055 CAROLINE FERNANDEZ

Reference	Relevant Representation	Applicant's Response
RR-055	<p>I am a walker and cyclist and I am based in Strumpshaw near Lingwood. Please could there be a bridge to cross the A47 once it is dualled ? This could link with North Burlingham Woods</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and</p>

Reference	Relevant Representation	Applicant's Response
		<p>the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park</p>

Reference	Relevant Representation	Applicant's Response
		<p>in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-056 DAVID BALL

Reference	Relevant Representation	Applicant's Response
RR-056	<p>I have often visited the area of North Burlingham and found the crossing of the A47 near North Burlingham very treacherous on foot or while riding my bike. Actually to even turn right onto the A47 from Dell Corner Lane, it is sometimes impossible, requiring me to turn left and drive towards the roundabout at Acle to come back on the A47 the way I wish to travel. That particular road section is a notorious accident black spot. I believe a tunnel crossing could very easily be provided to allow safe and pleasant crossing of the new duel carriageway. This tunnel would, once built provide excellent walking and bike riding, crossing of this road. Without it, North Burlingham will be cut off from the other side of the new duel carriageway.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge or a tunnel at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-057 MRS PAULINE CLARK

Reference	Relevant Representation	Applicant's Response
RR-057	Parishioner of Lingwood & Burlingham concerned about traffic and speed limits on the B1140 adjoining the A47 carriageway	Due to the short length of the B1140 upgraded as part of this scheme, coupled with the junction arrangements and alignment, it is unlikely that speeding would be an issue, however a new 30mph limit is being proposed within scheme which will also be subject to street lighting as shown on Traffic Regulation Plans (APP-014).

RR-058 RICHARD HANCOCK

Reference	Relevant Representation	Applicant's Response
RR-058	<p>To whom it may concern. Whilst I wholeheartedly welcome the improvement of this section of the A47 I would respectfully urge the inspectorate to insist on construction of a pedestrian crossing under or over the new road somewhere between Lingwood Community Woodland and North Burlingham. The Highways Agency deem such a crossing unnecessary, saying few currently cross at this point, but I'd argue that of course they don't, because to do so on one of Norfolk's busiest stretches of carriageway is dangerous. The new road will not reduce the amount of traffic, but it will make it faster & will only make crossing more dangerous. A crossing at this point would allow residents of North Burlingham easy and safe access to public services such as schools and trains just a mile away. Conversely, Lingwood residents such as myself would finally gain safe pedestrian access to the network of footpaths around Burlingham. All of this would reduce the number of short and potentially unnecessary local car journeys residents are currently forced to take. I would add that the two villages constitute the same parish, so such a crossing would represent a reunification of sorts, but the benefits are more than just symbolic. As a regular runner & daily walker with my dogs around the community woodland I would certainly extend my run or walk north of the A47 on a regular basis given the opportunity, I also hope in future to be able to take (redacted) bike rides, nature walks and runs on the same routes for many years to come & I would hope the same for other residents of the village and those who move to future developments in the village to give their family the quality of life available in the Norfolk countryside. I hope you give the points I've made full consideration and I will eagerly await any outcome</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred</p>

Reference	Relevant Representation	Applicant's Response
		<p>maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The</p>

Reference	Relevant Representation	Applicant's Response
		<p>other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-059 RICHARD HAWKER

Reference	Relevant Representation	Applicant's Response
RR-059	<p>I live near the A47 to the west of Norwich, but this part of the upgrading of the A47 will have a cumulative effect on the whole of the A47, leading to more traffic in this area, where the unique landscape and wildlife will be badly affected by it. Polluting run-off from the road will be worse with increasing traffic, and noise will be increased, to the detriment of residents and wildlife. It is also difficult to see how this project fits in with the government's stated intention to encourage 'modal shift' from cars to public transport. This is especially relevant here, as Norfolk County Council is planning to build an expensive railway station at the Broadland business park, near the A47; this has the potential to help in that modal shift, as this is the rail route which goes to Lowestoft and Great Yarmouth and a station here is well overdue. Therefore the Blofield to Burlingham project, as part of the A47 upgrade, is bound to take potential passengers from this little-used rail line. It is thus an unnecessary expense and against the government's own transport policy. Increased traffic and speeds will also increase carbon emissions, the reduction of which this government has accepted as a legal requirement</p>	<p>Section 3 of The Case for the Scheme (TR010040/APP/7.1 Rev 1) sets out the need for the project.</p> <p>The A47 is an important highway link for both local commuter traffic to and from the east of Norwich and for longer distance trips across the country travelling east and west. In the wider context, the A47 and A12 trunk roads form part of the SRN and provide for a variety of local, medium and long-distance trips between the A1 and the eastern coastline. The Blofield to Burlingham Scheme is part of a programme of improvements along the A47 corridor.</p> <p>The A47 Blofield to North Burlingham stretch of single carriageway has a poor safety record. The A47 is ranked 2nd nationally for fatalities on A roads and the accident severity ratio is above average.</p> <p>The Scheme will therefore provide benefits for the strategic network,, for existing users of the A47 including road freight traffic and for safety which are not related to new passenger rail facilities in the local area..</p> <p>Potential impacts on the wider environment as a result of the Scheme are consider as part of the EIA process. This includes landscape, wildlife, water and cumulative effects. The assessments are reported in the following ES chapters:</p> <ul style="list-style-type: none"> • ES Chapter 7 Landscape and Visual (APP-045) • ES Chapter 8: Biodiversity (previously APP-046 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) • ES Chapter 13: Road Drainage and Water Environment (previously APP-051 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1) • ES Chapter 14: Climate (APP-052) • ES Chapter 15: Cumulative Effects Assessment (APP-053)

RR-060 CATHERINE HOWE

Reference	Relevant Representation	Applicant's Response
RR-060-1	<p>Ref: TR010040 A47 Blofield to North Burlingham Development Consent. Dear (redacted) Thank you for your letter inviting comment on this proposal & I would like to make the following representations in respect to this proposed development.</p> <p>1. The main Issue I have with the proposal is that the traffic build up from the surrounding areas to access the A47 especially at roundabout with Cucumber Lane. There is considerable development in the surrounding areas which in turn is likely to compound the increased traffic flow through the narrow rural roads through Hemblington to access Blofield & beyond. The proposal contains 2 bridges (Eastern bridge for access to the Sugar processing factory at Cantley & the Yarmouth Road bridge): maybe a less costly & more environmentally friendly road design utilising roundabouts may release funds to be more effectively used to improve the roundabout area</p>	<p>As stated in the Transport Assessment section 9.6.5 (TR010040/APP/7.3 Rev 1) the Applicant acknowledges that congestion is forecasted to increase at the A47/Brundall roundabout. However, that the roundabout has existing traffic congestion issues in the 2015 base year scenario. These base year traffic congestion operational issues will be exacerbated by forecasted traffic growth. Therefore, the implementation of the Scheme is not the underlying reason for the capacity related operational issues at the junction.</p> <p>The Applicant envisages that any potential congestion relief schemes taken forward will need to be progressed independently.</p> <p>The Scheme Design Report (TR010040/APP/7.6 Rev 1) sets out the justification for the junctions at Yarmouth Road and B1140, detailing the options considered. The junction proposals consider many factors including traffic volumes, land take, environmental impact.</p> <p>At Yarmouth a grade separated junction was discounted due to the low use of the existing junction arrangement in the forecast future years do-minimum scenario with the strategic traffic model.</p> <p>The B1140 junction is proposed to be a compact grade separated junction based on the traffic flows and existing constraints.</p>
RR-060-2	<p>2. As a regular cyclist I am very concerned about the lack of inclusion of a path from the South Walsham Road junction running about 400m towards Acle - where it can join the existing path near The Windle. It is so dangerous to cycle along the A47 at present but this would complete an off-road foot/cycle path after the dualling is complete all the way from Blofield via Burlingham to Acle</p> <p>3. There is great concern by those neighbours who need to access their designated school along with the railway station in Lingwood on the other side of the A47 either in the form of an underpass at Lingwood Road or a</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for</p>

Reference	Relevant Representation	Applicant's Response
	<p>bridge to link with the footpath roughly opposite St Andrews Church.</p>	<p>the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential</p>

Reference	Relevant Representation	Applicant's Response
		<p>properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-061 CATHY PYE

Reference	Relevant Representation	Applicant's Response
RR-061	<p>The information in Highways England's document, 'Walking, Cycling and Horse Riding Review', appears to be based upon inaccurate recording, inadequate consultation and faulty supposition. The document is clearly unsound, but Highways England has relied upon this Review to resist incorporating a viable pedestrian/cycleway crossing over the A47 to replace FP3. Also, the WCAHR Review was not made available to the public generally. A confidentiality clause states, "This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Galliford Try". The Parish Council had to request a copy from HE but was not lawfully permitted to relay the information therein to other interested parties. (I am Chairman of the Parish Council.) The A47 cuts through the parish of Lingwood and North Burlingham and divides people from friends, essential amenities</p>	<p>A WCH assessment was undertaken and the results are summarised in ES Chapter 12 Population and human health (previously APP-050, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1).</p> <p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for</p>

Reference	Relevant Representation	Applicant's Response
	<p>and public paths. Parishoners north of the A47 are unable to access essential facilities and parish amenities unless they have a car. Our legal 'right to roam' over designated trails within our own parish is being denied us by HE because the footpath FP3 will be blocked by the plans. No underpass or bridge for pedestrians, leisure walkers, runners, cyclists and horse riders is included in the plans to replace the current FP3, despite being requested constantly by the Parish Council and local residents. Within the past few years, many local residents have not been able to cross the A47 at FP3 because of the dangers posed by increased traffic. (I am one of them.) However, some still cross regularly but have not been recorded on HE's CCTV cameras. It would appear the cameras may have been trained on the wrong crossing points during the survey! Burlingham Woods lie north of the A47 in the parish of Lingwood and Burlingham. All printed and digital guides to Burlingham Woodland Trails (published by Norfolk County Council, Broadland District Council, Lingwood and Burlingham Parish Council, various walkers groups, etc.), give visitors an option of travelling by public transport and starting from Lingwood Station or Lingwood bus stop. They then suggest crossing the A47 'with caution'. When FP3 is closed, there will be no commensurate crossing over the A47 and, therefore, visitors will not be able to access Burlingham Woods by public transport. Norfolk County Council is considering designating the area of Burlingham Woods as a 'country park'. Lingwood Station will be more in demand as the main access point by public transport then, and FP3 will become an essential crossing point. Currently, it is possible for ramblers to walk on public or permissive paths from Reedham and Cantley to the woodland trails at North Burlingham, and then on to South Walsham and further – except the A47 will now be an impenetrable barrier!!! The suggested diversions over the new east or west overbridges will add unnecessary and unacceptable miles for walkers.</p>	<p>the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential</p>

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		<p>properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

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		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-062 CHRIS GATES

Reference	Relevant Representation	Applicant's Response
RR-062	<p>I object to the Highways England scheme as proposed. It does not address the greater impact of severance that dualling will impose over the status quo. I have attended all HE meetings and participated in the consultation process. The Community has been consistent in requesting 1) a crossing at North Burlingham and 2) a short (450m) pathway link to the existing Acle pathway at South Walsham Road. I have co-ordinated the collection of 1035 signatures to the proposition that 'if Highways England would provide a crossing at North Burlingham and a path linking the South Walsham (White House) crossing to the Acle path, I would use it.' While encouraging us to believe that if demand could be shown these links would be provided, neither have been in the proposal before you. They did appear at one time, as a bridge on the Amey 2018 drawing</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Applicant has been cognisant of the strength of feeling expressed by the local community and visitors to the area regarding a requirement for the an overbridge of the A47 to carry Burlingham FP3. This information has been considered alongside the results of the WCH surveys conducted for Burlingham FP1 and FP3 and the Applicant's investigations into the</p>

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	<p>"preferred option plan" and the extension the DCO boundary line to incorporate the path. We were told at that time they would be provided from Highways England's 'Designated Fund' reserved to service local demand as distinct from project 'main aim'. Highways England have not acknowledged the demand we demonstrated - it does not feature in the WCHAR report - but claim from their own research lack of demand and cite this as their reason not to provide. This same 'research' has led them to state that Blofield is the destination of choice for North Burlingham residents. Lingwood has the local shopping, village hall and bus services required - plus it has the allocated first school, Lingwood Primary Academy and a railway station. Blofield does not have the allocated school or a railway station. Similarly, Acle has railway, plus greater shopping/bus services - and Acle Academy, the allocated senior school. Blofield has no senior school. Failure to provide the crossing and path requested not only firmly divides the Parish and removes access to FP3 directly linking the two halves, it consigns youngsters to car transport in perpetuity to access their schools. They will never "walk, scoot or bike" to school as Government encourages. Provision of the crossing and path has received universal support from Parishioners, Visitors, the Parish Councils, our Broadland District Councillors, County Councillors, Norfolk County Council, landowner Norfolk County Farms, and our MP (redacted). In an early study "East Broadland Green Infrastructure Project Plan" Broadland DC and Norfolk CC described a safe foot/cycle crossing north/south at North Burlingham as "vital" and subsequently in a letter to our Community Group, Burlingham Cottage Gardeners, (Redacted), Head of Environment NCC said this: "By linking up existing routes currently bisected by the A47 and incorporating a North Burlingham crossing into plans, it allows the growing adjacent populations access to a robust green space (Burlingham Woodland Walks) which is so valuable for their mental and physical health."</p>	<p>reasons for the very low usage of Burlingham FP3. There is no evidence of commuter, utility walking trips using Burlingham FP3.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Reference is made to the village of North Burlingham being in the catchment area for Lingwood primary school. A maximum of 30 residential properties are present in North Burlingham so the number of primary school age pupils residing in the village will be very small. This situation is likely to remain in the future.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward</p>

Reference	Relevant Representation	Applicant's Response
		<p>connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no</p>

Reference	Relevant Representation	Applicant's Response
		<p>requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-063 CLARE DAY

Reference	Relevant Representation	Applicant's Response
RR-063	<p>It would be amazing if we could have a cycle and footpath connecting the parish villages. Namely we have always been able to walk in Lingwood woods or Burlingham woods but have never felt it safe to cross over the A47, so these walks have been done separately. The building of the new road offers an opportunity to connect these villages without accessing a vehicle which is beneficial for health and the environment and will support local businesses.</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect.</p>

Reference	Relevant Representation	Applicant's Response
		<p>The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers</p>

Reference	Relevant Representation	Applicant's Response
		<p>were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-064 EMMA BROOKES

Reference	Relevant Representation	Applicant's Response
RR-064-1	Street lighting. New lights on the bridge will be shining directly into our bedroom thanks to the angle of the new bridge.	<p>The lighting design will be in accordance with British Standard BS 5489-1:2020 and Institution of Lighting Professional's GN01:2021. Through the application of British Standards and Industry guidance, lighting will be designed to ensure that obtrusive light, with the potential to adversely affect sensitive receptors, such as the this property (and surrounding residential dwellings) complies with the relevant Environmental Zone criteria in relation to light spill onto windows and source intensity (glare).</p>
RR-064-2	- road noise. A bridge up high is going to create a lot more noise.	<p>The potential effects resulting from noise and vibration associated with the construction and operation of the Scheme are considered within ES Chapter 11: Noise and Vibration of the EIA (previously APP-049 resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1). The assessment of operational road traffic noise requires a three-dimensional road traffic noise to be constructed accounting for the ground profile and 3D alignment of the Scheme (including height). This was carried out as part of the EIA. An assessment of changes in road traffic noise was then carried out comprising a comparison of the level of road traffic noise at each receptor in the 'Do Minimum Opening Year' scenario versus the 'Do Something scenario' in both Opening and Future Year. The conclusion of the assessment for Mustard House was that significant effects due to operational road traffic noise with the Scheme (including incorporated mitigation measures) are not expected to occur.</p>

Reference	Relevant Representation	Applicant's Response
RR-064-3	<p>- speed limits. Although it is currently a 60mph, all traffic currently outside my drive are slowing down or speeding up from the junction so few are doing 60mph outside my property. Once the bridge is in place, it will be a straight run from Beighton to the bridge which will create huge problems getting in and out of my driveway.</p>	<p>The proposed speed limit of the B1140 from the new junction with Coxhill Road and the B1140 junction is 30mph. Due to the proximity of the junction with the A47 it is envisaged that vehicles will naturally have to slow down as vehicles are leaving the B1140 to join the A47. The proposed road layout will also improve visibility at the property.</p>
RR-064-4	<p>- tree removal. The trees that are currently acting as sound barriers from the a47 are due to be removed which again will create more noise.</p>	<p>There currently exists a direct line of sight between the existing A47 and Mustard House from multiple angles. There are a limited number of scattered trees obstructing the view. The removal of a small number of scattered trees will not result in a change in road traffic noise level of 1 dB or more. Noise barrier 3 is proposed in this locality (see Figure 11.2 Sheet 3 of 3 (APP-068)) which will provide a better reduction in road traffic noise than a small number of scattered trees.</p>
RR-064-5	<p>- lack of communication. My property will be affected by this and we have received little to no communication from you. I found this form by chance on Facebook. That is not right. - property devaluation</p>	<p>Mrs Brookes has been identified as a category 3 land owner within the Book of Reference (TR010040/4.3 Rev 2). Mrs Brookes was consulted with in 2018 during the statutory consultation, followed up with an in person meeting between the applicant and Mr & Mrs Brookes. The key areas of discussion are listed below:</p> <ol style="list-style-type: none"> 1. The speed of the traffic passed their house once the road has opened 2. Access from their house on to the road 3. The location of the junction which would impact on privacy and view <p>It was also noted at the meeting that Mr & Mrs Brookes were generally in support of the scheme.</p> <p>After the DCO application was accepted Section 56 correspondence was sent to Mrs Brookes with a signature received from the household upon receipt. The Applicant is more than willing to arrange a further meeting between the parties.</p>

RR-065 HANNE LENE SCHIERFF

Reference	Relevant Representation	Applicant's Response
RR-065	I object to the plans on environmental and climate emergency grounds	<p>ES Chapter 14: Climate (AS-003) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme which are presented in relation to the UK's legally binding carbon budgets. A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as reporting estimated emissions associated with the Scheme, Section 14.9 of ES Chapter 14: Climate (AS-003) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p>

RR-066 LOUIS DEMARCO

Reference	Relevant Representation	Applicant's Response
RR-066-1	I am writing to inform you that I believe there is a great importance of there being an underpass or bridge for pedestrians, walkers, runners, cyclists or horse riders between Lingwood and North Burlingham across the new A47 when it is dualled. The future is green, the future is not always driving. The ability to easily cross this road as a pedestrian is just if not more important than the duelling itself.	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect.</p>

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		<p>The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRoW footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRoW. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers</p>

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		<p>were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

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		In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.
RR066-2	I also on a daily basis leave Lingwood onto the A47 heading to Norwich (adjacent to the Norwich Camping and leisure). I feel strongly that this exit onto the A47 to Norwich is important. Going through Blofield to the Brundal roundabout will be back logged with traffic.	The Applicant can confirm that during operation the Scheme will still allow traffic movements from Lingwood to Norwich by turning left at the improved Yarmouth Road junction.

RR-067 LOUISA DAVIES

Reference	Relevant Representation	Applicant's Response
RR-067	I enjoy accessing the Burlingham Woodland Walks on foot from my home in Lingwood. Being able to safely cross the A47 without a long detour is the only way that I will be able to enjoy this amenity without getting in a car which is not good for the environment	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and</p>

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		<p>the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward</p>

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		<p>connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-068 BIDWELLS on behalf of MRS JANE JONES

Reference	Relevant Representation	Applicant's Response
RR-068-1	<p>My representation re Acle Hall Farm as prepared by Bidwells is as follows:-</p> <p>? Proposed closure of the current A47 layby adjacent to the Windle</p> <p>Our client currently farms 50 acres of land to the north of the A47 which is accessed from the existing layby (to the west of the Windle) which Highways England are proposing to close (but retain with no access provisions) in connection with the construction of the above scheme. This closure will mean that our client will have to access this land using the Windle with its associated health and safety implications, particularly during the summer months with additional holiday traffic on the A47 and when using tractors with full trailers starting from stop at the junction onto the A47. The current access from the existing layby enables fully loaded tractors and trailers and other slow moving agricultural vehicles to enter the moving traffic with momentum. Using the Windle access means that</p>	<p>The scheme will improve the safety of The Windle junction by:</p> <ol style="list-style-type: none"> 1) Closing the lay-by Closing the lay-by to the west of The Windle removes the risk of side swipe and shunt type collisions currently associated with the short weaving length between the lay-by and The Windle. 2) Providing advanced direction signing The current junction does not have any advanced direction signing which would warn drivers of the approaching junction for either vehicles turning into, or exiting, the junction. The closure of the lay-by enables this signing to be introduced. 3) Provision of the new dual carriageway The continuity of the dual carriageway will provide a more free-flowing

Reference	Relevant Representation	Applicant's Response
	<p>they are starting from 0 miles per hour. We believe there is a way that only our client can use the layby as an exit from their field. This way, they could make sure their vehicles have momentum when joining the A47. Lockable bollards could be placed at the eastern end of the layby which our client could then open during periods of agricultural use to allow direct access from the layby onto the A47, albeit nobody else will be able to use the layby as it is proposed to stop up the western end and prevent access. Your current proposals to prevent the layby being used are a significant health and safety concern for our client, so could you please consider the limited use of the layby as access as we are proposing.</p>	<p>network, where currently The Windle junction sits at the start of a section of dual carriageway where vehicles will often be "platooned" behind slower vehicles and will be accelerating in lane two to pass before the end of the dual carriageway at Acle.</p> <p>The lay-by needs to be closed due to its proximity the new B1140 junction. Due to the existing vegetation between the lay-by and the A47 visibility is poor when joining the A47 therefore it is unlikely that a vehicle could exit from a rolling start.</p> <p>Lockable bollards are inherently difficult to manage as there needs to be sufficient space beyond the bollard, to the A47, to allow the vehicle to be positioned to allow the bollards to be locked, otherwise they risk being left unlocked permanently.</p>
RR068-2	<p>? Relocation of overhead lines We understand it is proposed to relocate/divert overhead lines across our clients land to the south of the A47 road and the layby. At present, there are no poles in this field and, while our client does not want any such lines across her land, if this is essential for the scheme, can these lines be placed underground.</p>	<p>There are overhead cables that cross the existing A47 to an existing pole in the hedgerow. The Scheme is proposing that these overhead cables be placed underground.</p>
RR-068-3	<p>? Maintaining access to Acle Hall Farm during the works from the northern carriageway Agricultural traffic travelling from the west on the northern carriageway is able to cross the central reservation via a dedicated area so that they can access directly Acle Hall Farm without the necessity to travel eastwards to the Acle flyover and then return on the southern A47 carriageway to enter the farmyard. As you can appreciate, the "Acle route" is a considerable distance especially with slow and large agricultural vehicles. Can the central reservation please remain open to agricultural traffic during the period of the construction works.</p>	<p>The existing gaps in the central reserve at The Windle and further east will remain open and are unaffected by the Scheme. Due to the continuity of the dual carriageway a more free-flowing network will be provided, which should allow for more opportunities to safely cross at the central reservation.</p> <p>However, the new compact grade separated junction at the B1140 will create an alternative safe means of crossing from the A47. The distance between the grade separated junction to the east of The Windle, at Acle, and the proposed B1140 is approximately 1.6km. This allows a safe alternative to carrying out right turns at the Windle.</p>
RR-068-4	<p>? Replacement hedge & post & rail fence There is an area of land take immediately to the west of the Acle Hall farmyard which will involve the removal of a young hedge planted approximately 2 years ago. While it is accepted that it will be necessary to remove this hedge as part of the works, this hedge needs to be replaced along the new boundary line together with a post and rail timber fence.</p>	<p>Where the hedge and/or fence is affected by the Scheme the Applicant intends to provide a replacement.</p>

RR-069 PATRICIA MAUREEN PIPE-FOWLER

Reference	Relevant Representation	Applicant's Response
RR-069	I wish to outline that the proposed bridge should have provision for pedestrians and cyclists to cross the A47	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p>

RR-070 PATRICK MEO

Reference	Relevant Representation	Applicant's Response
RR-070	<p>My name is Patrick Meo, I am (redacted), my wife is (redacted), and we are both very keen cyclists, mainly to keep fit. We live in Lingwood, which is due south of the main A47 road, and currently we find it very difficult (and exceedingly dangerous, because very few vehicles stick to the 50mph speed limit!) to cross this road at any point. This restricts the direction that we can take for a "local" bike ride in safety. (or take a risk, as we sometimes do, and face the possibility of serious injury!)</p> <p>Consequently, we feel very strongly that some form of cycle-friendly bridge, or underpass, should be considered in the construction of the proposed A47 Duelling. If not, we will be cut off from any chance of cycling in a Northerly direction, which would reduce our route options by well over 50%, as we have a river to the south of us. I must point out that very many of the local people that we have spoken to on this subject, totally agree with us on this matter. The alternative would be to cycle to either Acle or Brundall before we could even "start" our bike rides, if we have any strength left by then</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p>

RR-071 PAUL WALLAND

Reference	Relevant Representation	Applicant's Response
RR-071-1	<p>As a property which lies within 100m of the proposed route of the A47 we intend to make the following representations:</p> <ol style="list-style-type: none"> 1. We consider that, given the proximity of the new road to our property, the proposed noise abatement measures are inadequate, being limited to a short section of fencing 	<p>The assessment of noise and vibration is presented within ES Chapter 11: Noise and Vibration (previously APP-049, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1). Mitigation of operational noise effects was considered as part of the Environmental Impact Assessment process.</p> <p>Mitigation in the form of noise barriers and a noise-reducing road surface are incorporated within the design of the Scheme. The noise barrier at this location (Barrier 2) has been specified to avoid significant effects due to the changes in road traffic noise that are expected to occur due to the Scheme.</p> <p>The significance of the potential effects due to changes in road traffic</p>

Reference	Relevant Representation	Applicant's Response
		<p>noise has been evaluated in accordance with DMRB LA111: Noise and Vibration, as described in Appendix 11.2 of the ES (APP-105). This location is discussed within the thirteenth row of Table 11-14. The effects due to the changes in road traffic noise that are expected to occur due to the Scheme (with embedded mitigation) are not significant.</p> <p>It is noted that, with the Scheme, predicted levels of road traffic noise remain below 68 dB LA10,18hr façade (the significant observable adverse effect level) at this location.</p>
RR-071-2	<p>2. The presently proposed dual carriageway in combination with the maintenance of the existing road as a local feeder creates an unnecessarily large visual impact</p>	<p>The visual effects of the Scheme have been considered in ES Chapter 7: Landscape and Visual Effects (previously APP-045, resubmitted at Deadline 1 TR010040/APP/6.1 Rev 1). Proposed landscape elements which contribute to the function of visual screening, landscape integration and visual amenity are identified in Environmental Masterplan Sheets 1-7 (TR010040/APP/6.8 Rev 1).</p>
RR-071-3	<p>3. The proposed new road will physically divide communities currently able to enjoy and access walking, cycling and riding amenities either side of the road. The proposed access via a 3-mile diversion for walking and cycling access is unacceptable. No continued access for maintaining connection within the local community has been incorporated into the scheme.</p>	<p>MD</p> <p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A to this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>
RR-071-4	4. The proposed high level fly-overs will contribute significantly to light pollution in what has been a dark skies area	<p>Through ensuring lighting design complies with British Standards and ILP guidance, obtrusive light with the potential to affect Dark Skies and other sensitive features, such as ecologically sensitive receptors will be limited in accordance with Environmental Zone criteria. The purpose of Environmental Zone criteria is to ensure the potential for obtrusive light (light pollution) to occur is restricted, through placing maximum limits on light spill, upward light and glare. Additionally, DMRB places limits on the maximum permitted light source intensity at critical angles from the luminaire, the purpose of this is to further reduce the potential for adverse levels of upward light from the luminaires to contribute towards sky glow.</p>

RR-072 RICHARD DAVIS

Reference	Relevant Representation	Applicant's Response
RR-072	I walk from my home in Lingwood to Millenium woods (Burlingham Woodland Walks). I would like to know if there will be an access for pedestrians and/or cyclists to cross the A47 safely.	<p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>Pedestrians walking from Lingwood to North Burlingham can access the crossing facilities at the North Burlingham Junction via the proposed public footpath running east west and to the south of the new A47 which connects to Lingwood Lane, the permissive bridleway and Burlingham FP3,</p> <p>The walking and cycling infrastructure proposed as part of the Scheme are shown on the Rights of Way and Access Plans (TR010040/APP/2.4 Rev 1)</p>

RR-073 SHEILA GATES

Reference	Relevant Representation	Applicant's Response
RR-073	The scheme as it stands, cuts off North Burlingham's walking/cycling accesses to Lingwood and would necessitate getting in a car to go to the Lingwood shop, primary school and the village hall in our parish of Lingwood and Burlingham. It also means that visitors arriving at our nearest BR station (Lingwood) will not have easy walking/cycling access to the properties here in North Burlingham, the areas beyond and importantly the lovely Burlingham Woodland walks that may in the future be extended and developed further. We therefore need a bridge or underpass to maintain the safe walking/cycling access that currently exists between Lingwood and North Burlingham. Additionally, we do not have a complete path/cycle way to get to Acle. It would take only short additional	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in</p>

Reference	Relevant Representation	Applicant's Response
	<p>paths to complete the route to our local Co-Op, our Dr's Surgery and the other retail outlets that exist there. We use the facilities in Acle a great deal and would like to be able to access them safely by walking or cycling to increase levels of healthy exercise and avoid using our cars</p>	<p>the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers</p>

Reference	Relevant Representation	Applicant's Response
		<p>were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p>

Reference	Relevant Representation	Applicant's Response
		<p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p> <p>Numerous local amenities are provided in Blofield in close proximity to the Scheme extents and these can be accessed in the future using the new shared footway / cycleway to be provided along the former A47. Although numerous other local amenities are located in Acle, Acle itself is not impacted by the Scheme.</p> <p>The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. The walking distances to the facilities at Acle exceed the preferred maximum walking distances as recommended by the IHT document. The IHT document identifies 1.4m/s as an average walking speed on an asphalt surface, giving a walking time of 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.</p> <p>An attractive walking route for recreational walking trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Therefore, given the existing walking route, there is no requirement for an additional walking route along the A47 between South Walsham Road and The Windle.</p> <p>The WCH surveys conducted at the A47 / South Walsham Road / B1140 junction recorded a negligible number of cyclists traveling east to west (and vice versa) on the A47. A small volume of cyclists were however, recorded crossing between the B1140 and South Walsham Road. These results confirm that the existing A47 is not an attractive route for cyclists.</p> <p>With the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham, they can travel north along South Walsham Road to Green</p>

Reference	Relevant Representation	Applicant's Response
		<p>Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.</p>

RR-074 STEPHEN WATTS

Reference	Relevant Representation	Applicant's Response
RR-074	<p>I would request that a crossing be created between North Burlingham and Lingwood for use by Cyclists and Pedestrians. It could be either an underpass or bridge</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and</p>

Reference	Relevant Representation	Applicant's Response
		<p>the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park</p>

Reference	Relevant Representation	Applicant's Response
		<p>in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p> <p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

RR-075 SUZANNE LAKE

Reference	Relevant Representation	Applicant's Response
RR-075	<p>For a crossing for walkers cyclists etc from Lingwood to North Burlingham i walk this route 3/4 times a week but can only go at curtain times because of traffic once it is dwelled there will not b a chance of crossing the a47 the government want to reduce emissions this would help a great deal if not all the walkers will have to drive over there to b able to go for a walk</p>	<p>The Applicant considers that the overall package of Walking, Cycling and Horse-Riding is appropriate and the two overbridges crossing the realigned A47 provide appropriate crossings to meet the needs of such users. The Applicant has undertaken a survey and an analysis of the results, which supports the Applicant's conclusion, is set out in Appendix A of this document.</p> <p>The Scheme includes the provision of the North Burlingham Junction, which incorporates pedestrian and cyclist facilities to facilitate safe north south movements across the A47 thereby reducing the severance effect. The Applicant considers that the North Burlingham Junction is located in the right place to both provide for connectivity and remove a difficult existing junction.</p> <p>The Blofield Overbridge also facilitates the safe north south movements across the A47 since it carries the new shared footway / cycleway which will be provided along the former A47 between as far as North Burlingham.</p> <p>Burlingham FP3 is an un-surfaced, part field edge/part field footpath. The current walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, 'Providing for Journeys on Foot (2000)', indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances.</p> <p>These sizeable walking distances indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is currently not a practical route for everyday utility trips between North Burlingham and Lingwood. Burlingham FP3 is therefore more of a leisure route for</p>

Reference	Relevant Representation	Applicant's Response
		<p>recreational walking trips where surface quality and walking distance are less important.</p> <p>Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists, i.e. all existing cycle trips are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions. For cyclists and equestrians to use Burlingham FP3, its status would need to be legally changed to that of a bridleway for its full length between the existing A47 and Lingwood, its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not clear that there is a compelling case in the public interest arising from the impacts of the scheme on FP3.</p> <p>Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in the map and guide), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.</p>

Reference	Relevant Representation	Applicant's Response
		<p>Although Burlingham FP3 will be diverted, a new public footpath running east west and to the south of the new A47 alignment will provide onward connections to pedestrian and cyclist facilities provided at both the Blofield Overbridge and the North Burlingham Junction. These facilities will provide for the safe north south crossing movements across the A47 thereby reducing the severance effect. The Applicant's assessment indicates that Burlingham FP3 is used primarily for recreational walking trips and is not a practical route for utility walking trips due to the quality of the footpath and the walking distances between North Burlingham and local facilities and amenities in Lingwood. The additional walking distances required to access the crossing facilities at the North Burlingham Junction from Burlingham FP3, around 2km, are unlikely to deter recreational trip makers, namely, those undertaking a walking trip to the Burlingham Woodland Walks.</p> <p>In summary, there is no evidential justification for the provision of an additional overbridge at North Burlingham to carry Burlingham FP3 across the new A47.</p>

ADDITIONAL SUBMISSIONS ACCEPTED BY THE EXAMINING AUTHORITY

AS-014 HIGHWAYS ENGLAND on behalf of NORFOLK CONSTABULARY

Reference	Additional Submission	Applicant's Response
AS-014	<p>During the planning and development phases, consideration should be given to providing two observation raised platforms for use by the Police and the Road Safety Camera Team (SCT).</p> <p><i>[Extract from full report]</i></p>	<p>Due to the constraints of the Scheme there are no suitable locations for providing raised observation platforms along the length of the proposed Scheme.</p> <p>The Applicant will further consider this request if proposed maintenance access bays could be adjusted to also serve this purpose. As the proposed scheme is a dual carriageway, with no hard-shoulder, safe access and egress to these locations must be considered. The Applicant will continue to liaise with Norfolk Constabulary.</p>

AS-015 TRANSPORT ACTION NETWORK

Reference	Additional Submission	Applicant's Response
AS-015	<p>Dear Planning Inspectorate</p> <p>Please accept this Registration for Transport Action Network to be an Interested Party at the Examination for the A47 Blofield to North Burlingham. I am sorry it is three hours late but there was confusion amongst my colleague and I who would submit the Registration on Transport Action Network's behalf. It is my fault, but I hope you can accept the registration nonetheless. Yours,</p> <p>(Redacted)</p> <p>Registration</p> <p>Transport Action Network is a national organisation campaigning for sustainable transport. We would like to register as an Interested Party for the Examination of the A47 Blofield to North Burlingham scheme.</p> <p>We object to the proposed scheme as it will lead to significant increases in</p>	<p>ES Chapter 14: Climate (AS-003) considers the effects on climate from the Scheme and also the vulnerability of the Scheme to climate change in accordance with the requirements of the Infrastructure Planning EIA Regulations 2017, the National Networks National Policy Statement (NNNPS) 2014, and Design Manual for Roads and Bridges LA 114 Climate (DMRB LA 114).</p> <p>This includes carbon emissions associated with the Scheme, which are presented in relation to the UK's legally binding carbon budgets. A detailed assessment of the embodied carbon through the construction, operation and maintenance has been undertaken using the Highways England Carbon Tool and following the methodology within the associated guidance document. The Department for Transport's WebTAG GHG methodology was followed to calculate end-user emissions. As well as</p>

Reference	Additional Submission	Applicant's Response
	<p>carbon emissions when the UK must do all it can to reduce carbon emissions to reach net zero emissions by 2050. This is incompatible with the Climate Change Act 2008, the Paris Agreement 2015, and the Carbon Budgets set by Parliament.</p> <p>The Climate Chapter of the Environmental Statement for the scheme reports that the construction of the scheme would increase emissions by 25,765 tCO₂e (14.8.3) whilst emissions caused by increased traffic would lead to an increase of 132,017 tCO₂e over 60 years (Table 14-8).</p> <p>We may also want to make submissions about the impact on bats as there is inconsistent evidence in the Bat Surveys submitted by the Applicant.</p> <p>We are also likely to submit evidence about the cumulative impact of the scheme with other road schemes proposed for the area.</p> <p>(Redacted) Local Campaigns Support Officer</p>	<p>reporting estimated emissions associated with the Scheme, Section 14.9 of ES Chapter 14: Climate (AS-003) highlights carbon mitigation opportunities taken forward during design and further opportunities to reduce emissions during construction.</p> <p>The methodology and results of the bat surveys are reported in the ES Appendix 8.3 (APP-088).</p> <p>In accordance with Planning Inspectorate Advice Note Seventeen and DMRB LA 104, ES Chapter 15: Cumulative Effects Assessment (APP-053) considers likely potential cumulative effects in combination with other developments.</p>

AS-016 THE COAL AUTHORITY

Reference	Additional Submission	Applicant's Response
AS-016	<p>Further to the notification received from Highways England dated 23 February 2021 informing the Coal Authority that the above Project was accepted for examination by the Inspectorate, I can confirm that the project site (Drawing No. HE551490-GTY-HGN-000-DR-CH-30000 Revision P01 - Location Plan Regulation 5(2)(o) lies outside the defined coalfield, therefore the Coal Authority have no specific comments / observations to make on this proposal.</p> <p>In the spirit of efficiency of resources and proportionality, it will not be necessary for you to consult the Coal Authority at any future stages of the Project. This letter can be used as evidence for the legal and procedural consultation requirements.</p>	<p>Highways England acknowledges the response from the Coal Authority and has no further comment to make.</p>

AS-017 GTC PIPELINES LIMITED

Reference	Relevant Representation	Applicant's Response
AS-017	We have received your above notification request for the above reference and we have no apparatus in the area you requested.	The Applicant acknowledges the response from GTC Pipelines Limited and has no further comment to make.

AS-018 CADENT GAS LIMITED

Reference	Relevant Representation	Applicant's Response
AS-018	<p>Cadent Gas have No Objection to the above proposal.</p> <p>To help prevent damage to our assets we request that an Informative Note is added into the Decision Notice as below:</p> <p>Cadent Gas own and operate the gas infrastructure within the area of your development.</p> <p>Thank you for consulting Cadent Gas for this application.</p> <p>We do not object to the proposal in principle.</p> <p>Please note there is an intermediate pressure gas pipeline that is in close proximity to the development. No buildings are permitted to be sited within 3m of the pipeline. This includes footings and building overhangs. The developer is to contact Cadent Gas to ensure all setting out on site will conform to this requirement. Trial holes will be required to confirm the location of the pipeline.</p> <p>These are to be carried out by the developer with Cadent Gas in attendance to monitor the works. I have attached a gas map and our guidance booklet for information.</p>	The Applicant acknowledges the response from Cadent Gas Limited. The Applicant is aware of the intermediate pressure gas pipeline and will continue to work with Cadent to agree the proposed diversion route and associated protective provisions and agreements.

AS-019 DEFENCE INFRASTRUCTURE ORGANISATION

Reference	Relevant Representation	Applicant's Response
AS-018	<p>Thank you for consulting Defence Infrastructure Organisation (DIO) on the above proposed development.</p> <p>This application relates to a site outside of Ministry of Defence safeguarding areas. We can therefore confirm that the Ministry of Defence has no safeguarding objections to this proposal.</p> <p>I trust this is clear however should you have any questions please do not hesitate to contact me.</p>	<p>The Applicant acknowledges the response from Defence Infrastructure Organisation and has no further comment to make.</p>

AS-020 JOHN RANDLE SOME

Reference	Relevant Representation	Applicant's Response
AS-020	<p>We're seeking clarification on points previously raised to Highways England, including concerns regarding pedestrian safety for residents where no footpath access has been included in the proposed plans, and concern on the dead-end created as a result of closing the A47 access to (plots 1/5, 1/7, etc.). As the proposed plan removes the current access to Blofield across the A47, the replacement access to the village should include a footpath to the new bridge (along what will be the 'old A47') from the corner of to ensure safe access for residents - particularly given the increased vehicular traffic that this route will incur. With the A47 access being closed, a 'dead-end' will be created at the west of which will be an easy target for fly-tipping or potentially travellers setting up there. Although Highways England have stated it won't be a dead end as it will lead to the , there will of course be weeks at a time where they won't be accessing the field, particularly as they have access from the other side. Thus, without any form of gated access from this point, it is cause for concern for both. As this land is referenced as 'permanent acquisition' on the dDCO documents, it would then be the responsibility of Highways England or the Council to resolve these issues should they occur.</p>	<p>The Applicant has responded to these comments in RR-043</p>

AS-021 ESP CONNECTIONS LTD

Reference	Relevant Representation	Applicant's Response
AS-020	I can confirm that ESP Utilities Group Ltd has no gas or electricity apparatus in the vicinity of this site address and will not be affected by your proposed works	The Applicant acknowledges the response from ESP Connections Ltd and has no further comment to make.

APPENDIX A

A47 Blofield to North Burlingham Dualling

Scheme Number: TR010040

Volume 9

9.2 Applicant's Response to Relevant Representations Appendix A

The Infrastructure Planning (Examination Procedure) Rules 2010
Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

July 2021

Deadline 1

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

A47 Blofield to North Burlingham
Development Consent Order 202[x]

**APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS –
APPENDIX A**

Regulation Number:	Rule 8(1)(c)
Planning Inspectorate Scheme Reference	TR010040
Application Document Reference	9.2
BIM Document Reference	HE551490-GTY-EPC-000-RP-TX-30001
Author:	A47 Blofield to North Burlingham Dualling Project Team, Highways England

Version	Date	Status of Version
Rev 0	July 2021	Deadline 1

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KEY ISSUES

The following key issues relevant to walking and cycling have been identified from a review of the various Relevant Representations (the RRs):

- **Key Issue 1:** The decision to not provide an overbridge of the new A47 at North Burlingham to carry Burlingham FP3, a footpath Public Right of Way (PRoW) footpath. The RRs suggest that the lack of an overbridge would increase the severance effect of the A47 and the increased journey distances for pedestrians and cyclists associated with use of the proposed facilities would further discourage such trips between Lingwood and North Burlingham.
- **Key Issue 2:** The need for a new length of footway/cycleway on the northern frontage of the A47, to provide a connection between South Walsham Road/the proposed facilities incorporated into the grade separated B1140 junction and the existing footway at The Windle junction. The RRs also suggest that Acle and not Blofield is the destination of choice for residents of North Burlingham when accessing local services and amenities.

1 WALKING AND CYCLING FACILITIES

1.1 Introduction

1.1.1 Prior to responding to the key issues, it is appropriate to identify the walking and cycling facilities provided in the vicinity of the existing A47 that are relevant to the issues raised and also identify the extent of the new facilities that would be provided as part of the Proposed Scheme.

1.2 Existing walking and cycling facilities

1.2.1 The relevant walking facilities are shown in Figure A (see Annex A) and comprise the following:

- a footway on the northern frontage of the A47 between its junction with Dell Corner Lane and a point 80 metres in a westerly direction (towards the Old Post Office).
- a footway on the northern frontage of the A47 between its junctions with Dell Corner Lane and Main Road at North Burlingham, a distance of 230 metres in an easterly direction.
- a footway on the northern frontage of Main Road between its westernmost junction with the A47 and a point 584m to the east.
- a footway on the northern frontage of Main Road adjacent to the property frontages.
- a footway on the southern frontage of Main Road adjacent to the property frontages.
- a footway on the northern frontage of the A47 from a point 50m west of its junction with The Windle for 1.32km to the junction of Norwich Road via the eastbound off-slip for Acle, Reedham and Upton.
- Burlingham FP3, an un-surfaced, part enclosed/part field edge/part field footpath which runs north to south between A47 at North Burlingham and Church Road at Lingwood.
- A permissive, un-surfaced field footpath which runs in an easterly direction from near the junction of A47 with Burlingham FP3 in North Burlingham, then south and then west, before heading north back to the starting point.
- An unsurfaced field edge permissive bridleway, which lies to the south of the A47 and provides a connection between Lingwood Road, Burlingham FP3 and Lingwood Lane.
- Burlingham FP1, a footpath which runs north to south between Main Road in North Burlingham and Burlingham Green, to the north of the A47.

1.2.2 No grade separated crossing facilities for pedestrians are provided along the length of the existing A47 to be improved, although there are some informal, at grade crossing points in the vicinity of North Burlingham, notably where Burlingham FP3 connects with the southern verge of the A47 and opposite the junction of the A47 with Lingwood Lane. These crossings are identified in paragraph 2.3.2.

1.2.3 No facilities for cyclists are provided along the existing A47 or on the routes connecting with it. It is also worth highlighting that Burlingham FP3 is a PRoW

footpath so cannot be used legally by cyclists.

1.2.4 At best, the walking and cycling facilities along and in the vicinity of the existing A47 can be described as limited and discontinuous.

1.2.5 Despite the limited provision on the A47 corridor, an attractive walking route for trips between North Burlingham and Acle is already provided by way of the Burlingham Woodland Walks network, utilising sections of Burlingham FP1 and FP2, South Walsham FP12, the permissive footpath between South Walsham Road and The Windle and the Byway between The Windle and Mill Lane in Acle. Similarly, on leaving North Burlingham, cyclists can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane.

1.2.6 The existing walking and cycling routes between North Burlingham and Acle, in relation to the proposed Scheme, are shown in Figure D (see Annex A).

1.3 Walking and cycling facilities proposed as part of the Scheme

1.3.1 The Proposed Scheme would provide approximately 6km of new infrastructure for pedestrians and cyclists to enhance the networks in the vicinity of the Scheme, as indicated in Figure B (see Annex A). This includes the following:

- 2.4km of shared footway/cycleway, referred to as new cycle track, including:
 - 1.74km between Yarmouth Road, Blofield and the footway at North Burlingham on the northern frontage of the existing A47 to be de-trunked, including a section on the proposed Blofield Overbridge; and
 - 0.66km incorporated into the B1140 junction, which provides a connection between the B1140, South Walsham Road and Main Road in North Burlingham.
- 0.62km of footway, including:
 - 233m between Yarmouth Road and Waterlow east of Blofield, which provides a connection between the proposed new PRow footpath (see below) and the existing footway on Yarmouth Road;
 - 232m along the proposed new access road at Blofield, which provides a connection between the proposed Blofield Overbridge and the proposed PRow footpath running east to west and to the south of the new A47 alignment; and
 - 155m on Main Road to the west of North Burlingham, which provides a connection between the existing footway and the proposed shared footway/cycleway at the compact grade separated junction.
- 2.87km of PRow footpath running east to west and to the south of the new A47 alignment, including:
 - 1.3km between the proposed new access road at Blofield (just south of the Blofield Overbridge) and Burlingham FP3; and

- 1.57km between Burlingham FP3 and the proposed B1140 junction, which comprises the diversion of Burlingham FP3.
- 1.3.2 As outlined above, grade separated crossings of the new A47 alignment would be provided at two locations to facilitate safe north to south (and vice versa) crossing movements for pedestrians and cyclists, namely at the proposed Blofield Overbridge and at the proposed B1140 junction. The B1140 junction is located in the right place to provide both for connectivity and remove a difficult existing junction.
- 1.3.3 The sections of footway provided along the existing A47 would be retained, namely sections i, ii and vi outlined above and shown in Figure A (see Annex A).
- 1.3.4 The affected section of permissive bridleway would be re-aligned, (reference to item H in Figure B (see Annex A)) and the affected section of permissive footpath would be replaced by the proposed PRow footpath which would run east to west and to the south of the new A47 alignment.
- 1.3.5 In combination with the retained existing facilities, the pedestrian and cycling infrastructure proposed as part of the Scheme would provide for improved and safe connections between Blofield and North Burlingham and between Lingwood and North Burlingham. In addition, the two grade separated crossing points at the Blofield Overbridge and at the proposed North Burlingham junction would reduce the severance effect of the A47.

2 OBSERVATIONS ON KEY ISSUES RAISED 1: OVERBRIDGE AT NORTH BURLINGHAM TO CARRY PEDESTRIANS AND CYCLISTS

2.1 Introduction

- 2.1.1 The RRs in the main suggest that an additional new overbridge needs to be provided at North Burlingham to reduce the severance effect of the A47, as a separate crossing for walking and cycling. The RRs mainly propose a new overbridge, with other RRs suggesting a tunnel or underpass. The RR from Norfolk County Council proposes a "green bridge". All RRs propose the grade separated crossing should cater for both pedestrians and cyclists (but none suggest a need for an additional vehicular traffic crossing). The RRs argue the additional crossing would maintain and improve the existing connections for users between Lingwood and North Burlingham, especially for pedestrians using Burlingham FP3 and would also encourage more walking and cycling trips.
- 2.1.2 The RRs refer to the presence of local amenities, namely the primary school and the railway station in Lingwood that are used by residents of North Burlingham, which, with a new overbridge in place, would be more easily accessed on foot. Mention is also made of the difficulty of crossing the existing A47 at North Burlingham, which reduces the attractiveness of commencing a recreational trip to the Burlingham Woodland Walks network from Lingwood.
- 2.1.3 The RRs suggest that the Burlingham FP3 is currently used by both utility and recreational walking trips and that the numbers of trips would increase if an overbridge were to be provided.

2.2 General Overview

- 2.2.1 Burlingham FP3 is a PRow footpath so cannot be used legally by cyclists. This means that, all existing cycle trips are required to make use of the local carriageway highways connecting to the A47 and cross the A47 at the existing at-grade junctions.
- 2.2.2 For cyclists to use Burlingham FP3, its legal status would need to be changed to that of either a bridleway or cycle track for its full length between the existing A47 and Lingwood (a distance of 1,100 metres), its width would need to be increased and its surfacing improved in agreement with the relevant landowner(s). It is not a given that the landowner(s) would give permission to upgrade the status and form of this PRow. Such an enhancement that would result from such an extensive change in the status of the route in highway terms would be hard to justify if compulsory acquisition powers were necessary – it is not at all clear that there is a compelling case in the public interest arising from the impacts of the scheme on Burlingham FP3.
- 2.2.3 It follows that all existing cycle trips between Lingwood and North Burlingham and between other destinations north and south of the A47 are required to make use of the local highways connecting to the A47 and cross the A47 at the existing at-grade junctions.
- 2.2.4 WCH surveys were carried out on 30 May and 9 June 2021, the results of which are set out in Annex B. This survey recorded very few cycling movements at the junctions of the existing A47 with the local carriageway highways. The most notable movement was a two-way total of 9 cyclists crossing between South Walsham Road and the B1140 over the 12-hour survey period on a Saturday.

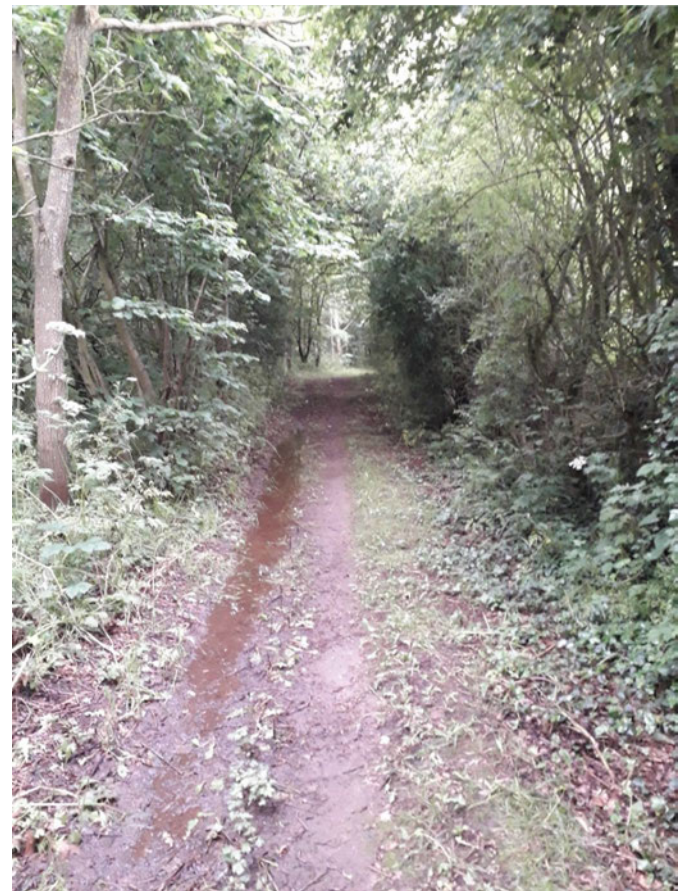
- 2.2.5 The proposed Scheme would not lead to a marked increase in journey distance for cycling trips across the A47 and the cycle track to be incorporated into the proposed B1140 junction would facilitate the safe crossing of the new A47 at a point where the majority of cycle use currently occurs. The proposed Scheme would therefore improve the cycling experience and remove the severance effect of the A47 for cyclists.
- 2.2.6 The WCH surveys recorded very low usage of Burlingham FP3 and very few crossing movements of the A47 in the vicinity of North Burlingham. However, the RRs make reference to recorded usage of Burlingham FP1 and suggest that many of these users could cross the A47 to access Burlingham FP3 if an overbridge were to be provided.
- 2.2.7 Burlingham FP1 is a promoted circular walk and is one of the recommended starting points for the Burlingham Woodland Walks (as indicated in a map¹ and guide² promoted by Norfolk County Council), which commence at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make this an attractive starting point. The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle. By contrast, very few key features are located to the south of the A47 in the area between North Burlingham and Lingwood. The fact that very few users of Burlingham FP1 chose to continue south across the A47 is therefore not entirely down to the severance effect of the A47. It may simply be that Burlingham FP3 and permissive routes to the south of the A47 are not seen as attractive enough for most visitors to the area. This is reflected in the survey results.
- 2.2.8 Burlingham FP3 is not a practical route in all weathers for utility trips between North Burlingham and Lingwood, given that it is an un-surfaced, part enclosed/part field edge/part field footpath. This is clearly demonstrated in photographs 1 to 6 presented below, which were taken on Monday 21 June 2021, show the poor quality of the surface of Burlingham FP3 and the nature of that part of the route which is enclosed by trees, which may also act as a deterrent to the utility user and the casual recreational walker.

¹ <https://www.norfolk.gov.uk/-/media/norfolk/downloads/out-and-about/norfolk-trails/burlingham-woodland-walks/map-of-burlingham-woodland-walks.pdf>

² <https://www.norfolk.gov.uk/-/media/norfolk/downloads/out-and-about/norfolk-trails/burlingham-woodland-walks/guidebook-for-burlingham-woodland-walks.pdf>



Photograph 1 – entrance to enclosed section of footpath from north



(Left) Photograph 2 – midway along enclosed section, evidence of ponding
(Right) Photograph 3 – exit from enclosed section, further evidence of ponding



Photograph 4 – footpath narrow and overgrown



Photograph 5 – footpath narrow and overgrown



Photograph 6 – footpath narrow, rutted uneven surface

- 2.2.9 It is noteworthy that the walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the footways provided as part of the local highways, is approximately 2.5km. The walking distance to the railway station is 2.3km via the same route. The Institution of Highways and Transportation (IHT) document, '*Providing for Journeys on Foot (2000)*³, indicates that the preferred maximum walking distance to common facilities is 1.2km and up to 2km for commuting, or walking to school. The walking distances to the facilities at Lingwood exceed the preferred maximum walking distances. From a practical perspective, also, the absence of a made surface, the pooling of water and overgrown nature of the footpath mean that the path would not appear to be very suitable for this type of journey.
- 2.2.10 The IHT document identifies 1.4m/s as an average walking speed on paved surfaces. The application of this walking speed indicates a walking time of around 30 minutes to reach the primary school and villages hall and 28 minutes to reach the railway station, irrespective of any delay associated with crossing the A47. In reality, these walking times would likely increase due to Burlingham FP3 being an unsurfaced rural footpath. These sizeable walking distances and walking times indicate that even without any severance effect of the existing A47, use of Burlingham FP3 is not a practical route in all weathers for everyday utility trips between North Burlingham and Lingwood.
- 2.2.11 It can be concluded from the above that Burlingham FP3 is therefore more of a leisure route for recreational walking trips where surface quality and walking distance are less important. Many of the RRs highlight the importance of this route for leisure purposes.

³ <http://www.hwa.uk.com/site/wp-content/uploads/2017/09/NR.4.3F-CIHT-Guidelines-for-Providing-Journeys-on-Foot-Chapter-3.pdf>

2.2.12 Looking now at the issue of access to the Burlingham Woodland Walks network at North Burlingham, namely where Burlingham FP1 connects with Main Road, having commenced such a recreational walking trip at Lingwood railway station. The walking distance via Burlingham FP3 and the footways provided as part of the local highways is around 2.1km, which suggests a walking time of around 25 minutes plus any delay associated with crossing the A47. With the Scheme implemented as proposed, three alternative routes for walkers are available between Lingwood Station and Burlingham FP1. These are shown in Figure C (see Annex A) and described below:

- **Option 1:** via use of the local highways (School Road/Church Road), Burlingham FP3, the proposed new PRow footpath to the south of the A47, the shared footway/cycleway at the B1140 junction to cross the A47 and then the footways along Main Road to access Burlingham FP1. This results in an increased walking distance of around 2.2km and an increased walking time of around 26 minutes.
- **Option 2:** via use of the local highways (School Road/Church Road), Burlingham FP3, the permissive bridleway to Lingwood Lane, Lingwood Lane, the proposed new PRow footpath to the south of the A47 and then via the same route to Option 1 to access Burlingham FP1. This results in an increased walking distance of around 2.1km and an increased walking time of around 25 minutes.
- **Option 3:** via use of the local highways (School Road/Lodge Road), Lingwood Lane, the proposed new PRow footpath to the south of the A47 and then via the same route as Options 1 and 2 to access Burlingham FP1. This results in an increased walking distance of around 1.5km and an increased walking time of around 18 minutes.

2.2.13 The above indicates that users undertaking a recreational walking trip would experience around an 18 to 26 minute increase in walking time when accessing Burlingham FP1 from Lingwood railway station, although, minimal delays would be experienced when crossing the new A47 via the proposed B1140 junction. Given that this grade separated junction would remove the severance effect of the A47, it is contended that the increased walking distances are unlikely to be a deterrent to those users wishing to undertake a purely recreational trip.

2.3 Analysis of Crossing Points

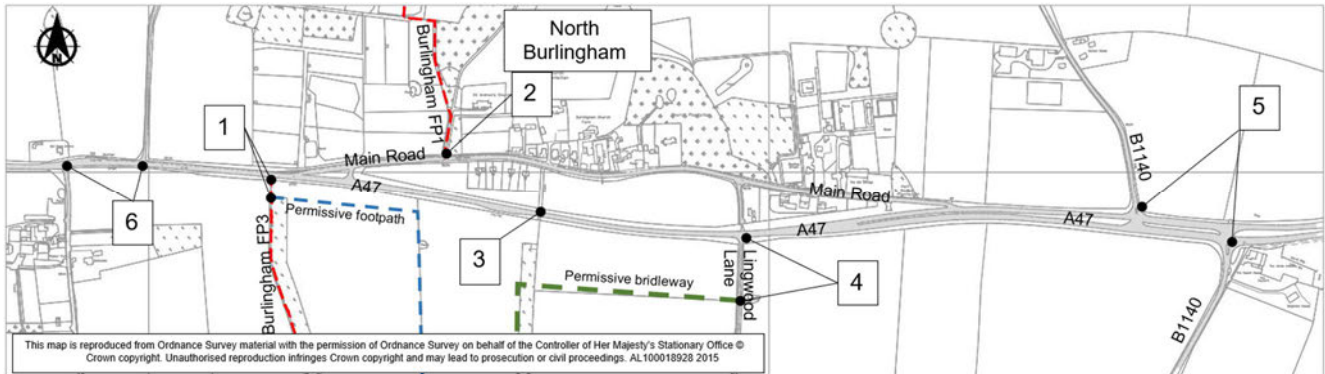
Crossing Points Assessed by Survey

2.3.1 Annex B sets out details of the additional walking, cycling and horse-riding surveys carried out on 30 May and 9 June 2021.

2.3.2 The plan below shows the main potential crossing points of the A47 assessed in the Surveys:

- **Crossing Point 1:** A47 / PRow Footpath Burlingham FP3 / permissive footpath
- **Crossing Point 2:** Main Road / PRow Footpath Burlingham FP1
- **Crossing Point 3:** A47 / field accesses
- **Crossing Point 4:** A47 / Lingwood Lane / permissive bridleway

- **Crossing Point 5:** A47 / B1140 South Walsham Road / B1140 Acle Road Staggered junction
- **Crossing Point 6:** A47 / Lingwood Road / Dell Corner Lane Staggered junction



Plan: WCH survey locations

Crossing Point 1 - Burlingham FP3

- 2.3.3 Burlingham FP3 provides a right of way on foot only. Any severance which occurs at this location should be considered a severance of pedestrian traffic only.
- 2.3.4 This pedestrian route is currently partly severed in the sense that the A47 creates a barrier between Burlingham FP3 and Main Road. It is acknowledged that the scheme would wholly sever the existing direct route across the A47, although it is important to bear in mind a number of factors:
- The survey results from 30 May and 9 June suggest that such severance as there is appears to affect only one or two pedestrian movements per day at this location.
 - Burlingham FP3 does not have a made surface and is not generally suitable for utility use (for example accessing the station or primary school at Lingwood). It is therefore reasonable to conclude that the main use of this route is by recreational users.
 - Severance, in the strict sense, is far less likely to arise for recreational users. They are not generally seeking to access community or public facilities which are interconnected with their settlement.
 - Recreational users are not necessarily concerned with walking the shortest distance. For some recreational users the creation of additional lengths of public right of way (as here with the new footpath leading from east to west) will enhance their experience.
 - Although the direct route across the A47 is being closed, two alternative routes to North Burlingham are being provided via the two new bridges over the new A47. The alternative routes will be constructed in accordance with current safety standards and would therefore increase the safety of those crossing the A47.

Crossing Point 5 - B1140 South Walsham Road and B1140 Acle Road - Staggered junction

2.3.5 This crossing point is a public highway and is available for both pedestrian and cycle use. It is currently severed by the A47 at a staggered junction. The following factors need to be considered:

- The survey results from 30 May and 9 June 2021 suggest that the scheme would affect between 23 and 7 movements per day at this location.
- All movements from this crossing point were cyclists and **none were pedestrians**.
- This crossing is the most heavily trafficked crossing point, accounting for more than half of all crossings of the A47 in the survey period, and clearly provides the most preferred route for most cyclists.
- This crossing is being directly replaced by the new B1140 Overbridge which includes a cycle track for shared use by pedestrians and cyclists.
- The new crossing will be grade separated from the A47 and will therefore provide a safer and more commodious crossing than the existing crossing point at the point which is most frequently trafficked.
- There can be no suggestion of severance at this crossing point; in fact quite the opposite.

Crossing Point 4 - Lingwood Lane

2.3.6 This crossing point is a public highway and is available for both pedestrian and cycle use. However, it is not adjacent to Burlingham FP3 and the provision of a footbridge at Burlingham FP3 would not in and of itself provide access over the A47. The following factors apply:

- The survey results from 30 May and 9 June suggest that the scheme would affect between 6 and 4 movements per day:
 - On 30 May 5 of the 6 movements were cycles and 1 was pedestrian.
 - On 9 June all 4 movements were cyclists.
- This suggest that the scheme will affect up to **one** pedestrian user per day at Lingwood Lane. The suggested footbridge would essentially be equidistant with the proposed new B1140 Overbridge at South Walsham Road, and would not necessarily therefore be any more convenient for this one pedestrian.
- Cycle movements are different in nature to pedestrian movements because cycles are more easily able to divert along longer routes as they are able to travel further in a short period of time. We would expect most cycles to divert onto the new B1140 Overbridge at South Walsham Road and Acle Road. A new cycle track is being provided from Main Road across the new B1140 Overbridge to Acle Road.

Crossing Point 6 - Lingwood Road/Dells Corner Lane

2.3.7 This crossing point is a public highway and is available for both pedestrian and cycle use. However, it is not adjacent to Burlingham FP3 and the provision of a footbridge at Burlingham FP3 would not in and of itself provide access over the A47. The

following factors apply:

- The survey results from 30 May and 9 June suggest that the scheme would affect between 11 and 5 movements per day:
 - On 30 May 9 of the movements were cycles and 2 were pedestrian.
 - On 9 June all 3 were cyclists and 2 movements were pedestrians.
- It would appear likely that the 2 pedestrian movements on each day originated from the Old Post Office as they comprised a dog walker undertaking a return trip to and from Dell Corner Lane to the north of the A47. However importantly **none of the pedestrian movements crossed the A47** so the scheme would not cause the trip maker to suffer severance.
- Cycle movements are different in nature to pedestrian movements because cycles are more easily able to divert along longer routes as they are able to travel further in a short period of time. A new cycle track is being provided along the detrunked A47 and across the new Blofield Overbridge, and we would expect most cycles using Lingwood Road and Dell Corner Lane to divert onto this new route and access Lingwood via Waterlow and Heater Lane or Blofield Road.

Analysis of current position

2.3.8 With regard to existing pedestrian use:

- The most severe effects of severance are generally felt by those on foot, who find it more difficult to divert onto new routes which increase the distance they have to travel.
- The A47 already creates a significant obstacle to those using Burlingham FP3.
- The character of Burlingham FP3 and the distance and walking times between North Burlingham (see paragraph 2.2.9 above) and are such that it is not generally suited to utility use due to it not having a made surface and due to the distances between the centre of North Burlingham and the primary school and village hall and Lingwood Station.
- This, together with the survey results for this and for Lingwood Road and Lingwood Lane (see Annex B) which showed very low levels of existing use, does not suggest that there is any meaningful existing functional link between Lingwood and North Burlingham for those travelling on foot which is being severed by the scheme.
- Such severance as the scheme creates would therefore appear to relate to recreational use. For such users taking a direct route is likely to be of less importance, and the creation of additional lengths of footpath and cycle track is far more likely to be considered to be beneficial and welcome addition to the public rights of way network.
- This would suggest that the severance effect of the scheme on existing users on foot would be very low, and may be considered to be offset by the provision of additional opportunities for walking created by the diversionary routes.

2.3.9 With regard to existing cycle use:

- The majority of crossings of the A47 are made by cyclists.
- Cyclists do not have the right to use Burlingham FP3, and this is not a legitimate crossing point for them to use.
- The surveys on 30 May and 9 June 2021 suggest that over half of cycle movements across the A47 are at the junction of the B1140 South Walsham Road and the B1140 Acle Road with the A47. That confirms that this is the best and most suitable location to provide a bridge for cyclists.
- The scheme provides for a new B1140 Overbridge to be built at this location which will include the provision of a cycle track. The scheme will not cause severance in this location: on the contrary, it will improve the convenience and safety of those wishing to cross the A47.
- There will be some severance effect for cycles with the closure of the crossing points at Lingwood Road and Lingwood Lane, however cycles are more easily able to divert along longer routes as they are able to travel further in a short period of time:
- It is expected that most of the 4 to 6 cyclists using Lingwood Lane would divert onto the new B1140 Overbridge. It should be noted that even if a cycle bridge was to have been proposed at Burlingham FP3, Lingwood Lane is roughly equidistant between that location and the new B1140 Overbridge.
- It is expected that most of the 3 to 9 cycles using Lingwood Road would divert onto the new cycle track along the detrunked A47 and across the new Blofield Overbridge, accessing Lingwood via Waterlow and Heater Lane or Blofield Road.

2.4 NNNPS

Existing Use

2.4.1 NNNPS contains a number of policies relevant to existing use.

2.4.2 Paragraph 3.17 provides:

3.17 There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes.

2.4.3 The applicant has used reasonable endeavours to address the needs of pedestrians and cyclists in designing the new scheme. The very limited pedestrian crossings of the A47 appear to be related to recreational use, where a direct link with a destination is likely to be of lesser importance, and where expensive engineering solutions such as a footbridge would be inappropriate.

2.4.4 A cycle track is to be provided over the B1440 Overbridge, where the majority of cycle movements take place. Cyclists currently using of Lingwood Road will have a slightly longer diversion, however a new cycle track is being provided over the Blofield Overbridge and along the detrunked A47 to Dell Corner Lane which will be safer than the existing crossing. Moreover cycles are more easily able to divert along longer routes as they are able to travel further in a short period of time.

2.4.5 Paragraph 3.22 of NPSPP states:

3.22 Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.

2.4.6 The A47 already has a severing effect between North Burlingham and Lingwood. The number of existing pedestrian movements suggests that from a pedestrian perspective there is little or no meaningful existing functional connection between the two settlements. The limited pedestrian use appears to be recreational use, rather than utility use.

2.4.7 There is a greater degree of cycle movement across the A47, perhaps reflecting that the distance between the settlements is sufficiently far that cycling is a more realistic method of transport between them, although cycle movements are still relatively low. A grade separated crossing point is being provided at the B1140 Overbridge, replacing the current crossing that represents over half of all existing cycle movements across the A47. This bridge is in the right location to address the majority of current demand.

2.4.8 Paragraph 4.80 of NPSPP states:

4.80 New or enhanced national network infrastructure may have indirect health impacts; for example if they affect access to key public services, local transport, opportunities for cycling and walking or the use of open space for recreation and physical activity.

2.4.9 As is stated above, the A47 already has a severing effect between North Burlingham and Lingwood, and it would appear that from a pedestrian perspective there is little or no meaningful existing functional connection between the two settlements. It is not therefore considered that the scheme interferes with access to key public services, local transport in any meaningful way.

2.4.10 The survey results from 30 May and 9 June 2021 recorded very few pedestrian crossing movements of the A47 between Burlingham FP3 and Main Road and very few crossing movements at the junctions of the A47 with Lingwood Road and Lingwood Lane.

2.4.11 By contrast, Burlingham FP 1 was observed to be well used on both days. The results of the surveys suggest that North Burlingham's access to and use of Burlingham FP 1 already seems separated from Lingwood's use of Burlingham FP3, Lingwood Lane, Lingwood Road and the Lingwood Community Woodland to the south of the A47. This is likely to be due to the geographical location of the Burlingham Woodland Walks network relative to both North Burlingham and Lingwood and also the locations of the recommended starting points for access to the network.

2.4.12 Burlingham FP 1 is a recommended starting point, which commences at its southern end in the St Andrew and St Peter Church car park. The mobility access paths forming part of the network also commence at this location. The car park at the church can only accommodate a small number of vehicles but on street parking for users is available on Main Road in North Burlingham. Mobility access and ample car parking therefore make Burlingham FP 1 an attractive starting point.

2.4.13 The other recommended starting points are the health centre / library car park in Acle and the Fairhaven Garden Trust car park in South Walsham, both of which lie to the north of the A47. Most of the Burlingham Woodland Walks network and the

majority of the key features are located to the north of the A47 in an area comprising North Burlingham, Burlingham Green, Town Green, South Walsham and Acle.

- 2.4.14 By contrast, very few key features are located in the Lingwood Community Woodland area located to the south of the A47 which is served by Burlingham FP3. The fact that very few users of Burlingham FP 1 chose to continue south across the A47 to access Burlingham FP3 is therefore not entirely down to the severance effect of the A47.

Addressing existing issues and promoting future use

- 2.4.15 NNNPS paragraph 3.17 provides:

3.17 ...The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.

- 2.4.16 NNNPS does not require the applicant to resolve all historic severance issues when developing a scheme. Paragraph 3.17 requires an applicant to identify opportunities to invest. Sometimes there may not be any realistic opportunity, and inevitably the response of an applicant to opportunities must be reasonable and proportionate.

- 2.4.17 North Burlingham and Lingwood are both well served by opportunities for walking and cycling in the form of the existing facilities provided within Church Plantation/Drive Plantation and Millennium Wood for Burlingham, and the Lingwood Community Woodland for Lingwood. The limited use made of the crossing points may in part reflect a lack of need or desire to cross the A47 given the facilities available.

- 2.4.18 Existing pedestrian crossing of the A47 is very low indeed and does not suggest a pent up or frustrated demand to do so.

- 2.4.19 The scheme provides enhanced walking opportunities for recreational users, which also provides a diversionary route for those on foot who may wish to cross the A47.

- 2.4.20 The scheme provides a new cycle track across the bridge at the most heavily trafficked junction, namely B1140 South Walsham Road/B1140 Acle Road and safe and easy alternative crossing points to Lingwood Lane and Lingwood Road.

- 2.4.21 Paragraph 4.80 of NPSPP states:

4.80 New or enhanced national network infrastructure may have indirect health impacts; for example if they affect access to key public services, local transport, opportunities for cycling and walking or the use of open space for recreation and physical activity.

- 2.4.22 The number of existing pedestrian movements between North Burlingham and Lingwood suggests that from a pedestrian perspective **there is little or no meaningful existing functional connection between the two settlements**. The limited pedestrian use appears to be recreational use, rather than utility use, and reflects the reduced attractiveness of the facilities serving the Lingwood Community Woodland area when compared to those comprising the majority of the Burlingham Woodland Walks network which is located to the north of the A47.

- 2.4.23 Paragraph 5.205 of NPSPP states:

5.205 Applicants should consider reasonable opportunities to support other

transport modes in developing infrastructure. As part of this, consistent with paragraph 3.19-3.22 above, the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to nonmotorized users.

- 2.4.24 Paragraph 5.205 requires an applicant to consider reasonable opportunities to support other transport modes. Those opportunities must be reasonable and proportionate. The survey data and physical characteristics of Burlingham FP3 suggests very low levels – and only recreational – use by pedestrians. The application has taken the only reasonable and proportionate solution in this location, which is to provide a diversionary route and facilitate the crossing of the new A47 trunk road via Blofield Overbridge and the B1140 Overbridge.
- 2.4.25 The survey data suggests that the scheme will remove the existing severance issues for the majority of non-motorised users by providing a cycle track across the new B1140 Overbridge, replacing the staggered B1140 South Walsham Road and B1140 Acle Road junction. This bridge would also be a suitable route for the traffic which currently uses Lingwood Lane. A new cycle track is being provided over the Blofield Overbridge and along the detrunked A47 for cyclists currently using Lingwood Road.

2.5 Summary and Conclusion

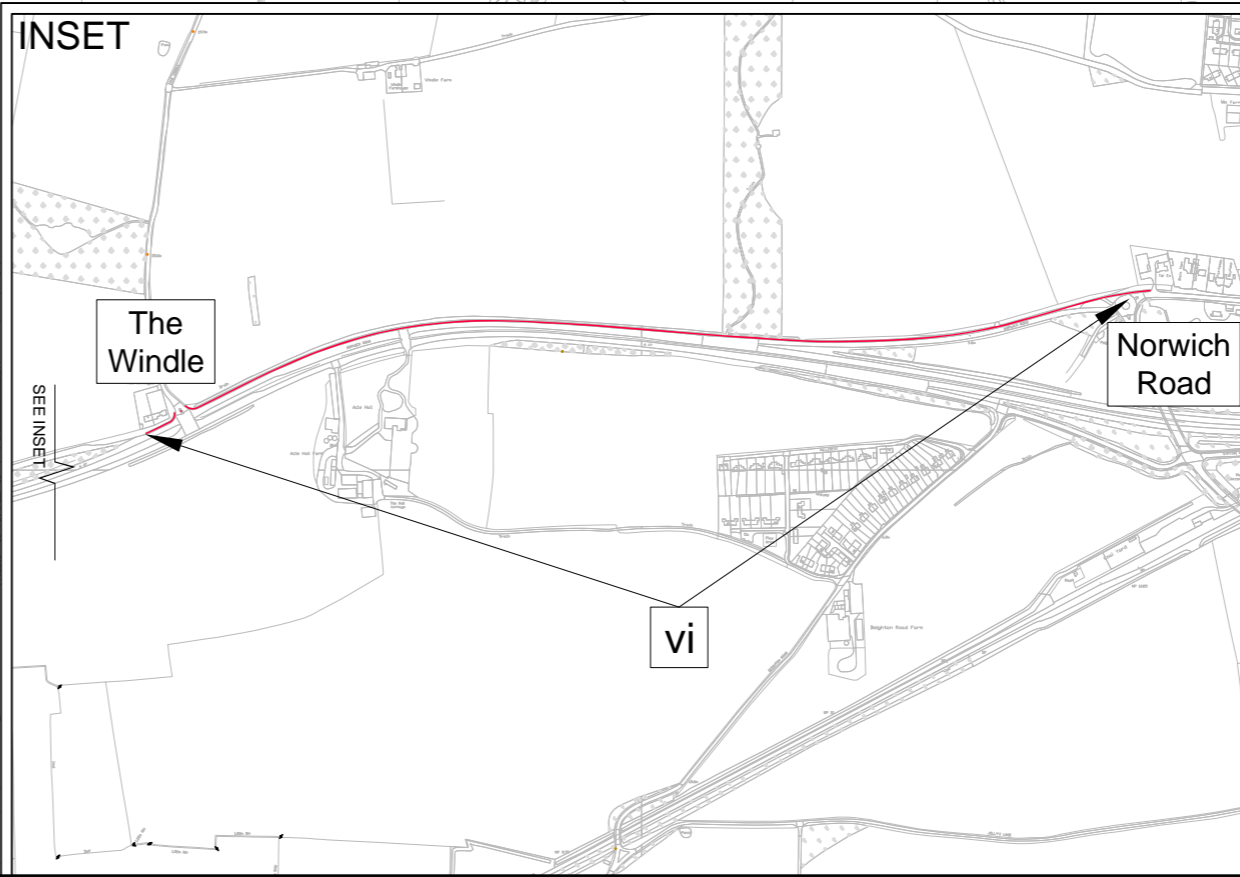
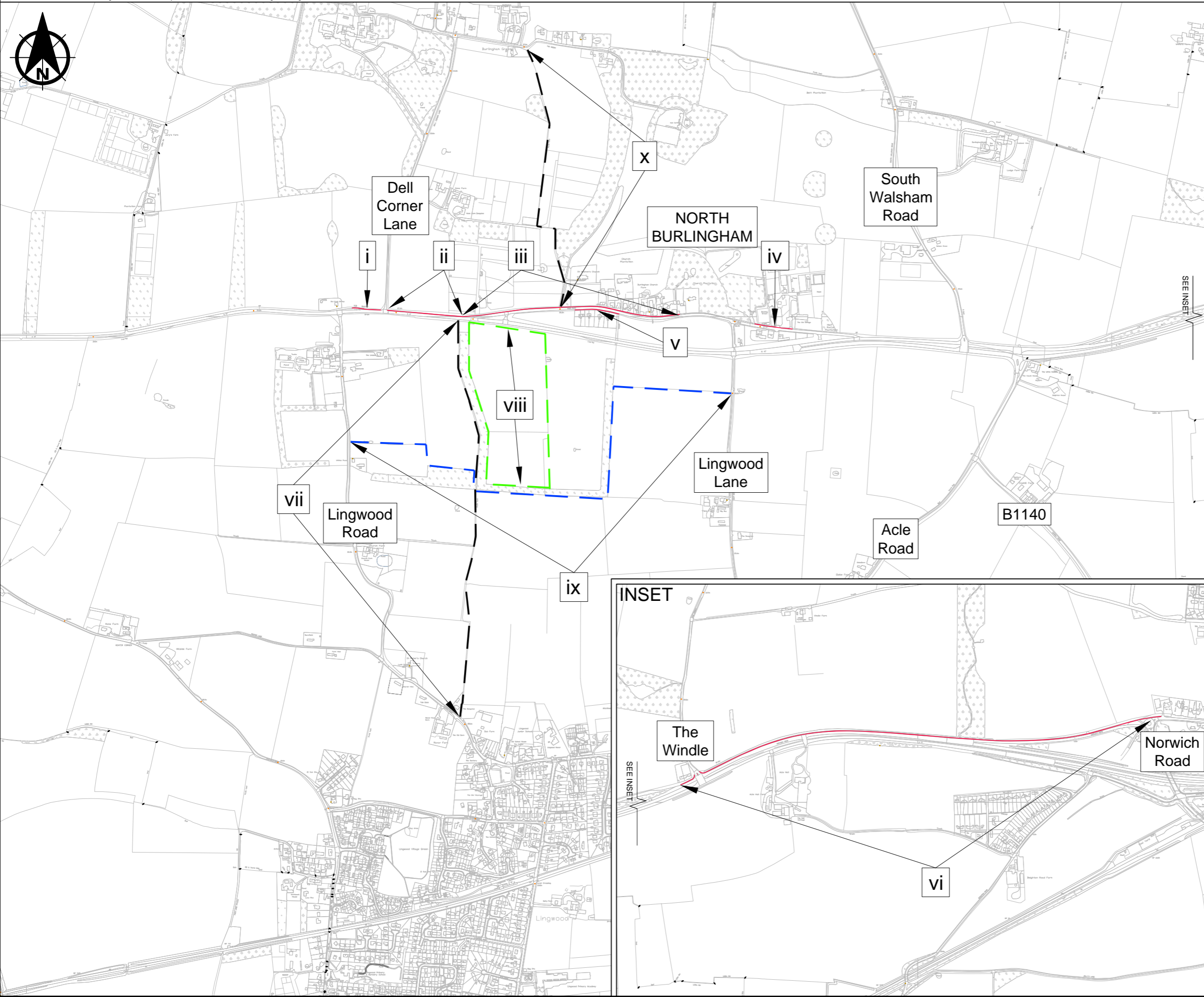
- 2.5.1 The survey results suggest that the cycle track over the proposed B1140 Overbridge would remove the existing severance effect of the existing A47 for the majority of non-motorised users.
- 2.5.2 The B1140 Overbridge also provides a reasonable alternative route for cyclists and the single pedestrian crossing at Lingwood Lane. Importantly, Lingwood Lane is equidistant between the footbridge suggested by the RRs and the B1140 Overbridge, and is therefore likely to provide an equally convenient diversion.
- 2.5.3 At Lingwood Road/Dells Corner Lane the survey did not reveal any pedestrians crossing of the A47. The cyclists using Lingwood Road would be expected to divert across the Blofield Overbridge.
- 2.5.4 Burlingham FP3 is only a right of way for those on foot and it does not therefore provide a legitimate crossing point for cycles. Given the sizeable walking distances and walking times involved and the fact that part of the route is via an un-surfaced, part field edge/part field footpath, it is concluded that Burlingham FP3 is not a practical route for everyday utility trips on foot between North Burlingham and Lingwood. This would continue to be the case if an overbridge of the A47 at North Burlingham were to be provided. Therefore, it is unlikely that provision of such an overbridge would lead to a significant increase in utility walking trips between Lingwood and North Burlingham, as is claimed by the RRs.
- 2.5.5 With the Scheme implemented as proposed in the application, users undertaking recreational walking trips would experience increases in walking time and walking distance when accessing the Burlingham Woodlands Walks network from Lingwood railway station. However, the increased walking distances are unlikely to be a deterrent to recreational users and the creation of additional lengths of footpath can be seen to provide additional walking opportunities for them.
- 2.5.6 It is therefore not possible to justify an additional overbridge at North Burlingham for pedestrians and cyclists as suggested in the RRs.

3 OBSERVATIONS ON KEY ISSUE 2

- 3.1.1 The RRs suggest that the Scheme should incorporate a new length of footway/cycleway on the northern frontage of the A47 to provide a connection between South Walsham Road and the existing footway at The Windle junction. The RRs also suggest that that Acle and not Blofield is the destination of choice for residents of North Burlingham when accessing local services and amenities.
- 3.1.2 As stated above, although they comprised the majority of non-motorised movements identified by the scheme, very few walking or cycling movements were recorded at the junctions of the A47 with the B1140 and South Walsham Road throughout the WCH surveys (see Annex B). The most notable movement being a two-way total of 9 cyclists crossing between South Walsham Road and the B1140 over the 12-hour survey period on a Saturday. Other key observations from the surveys were that a maximum of 3 cycling trips were made east to west (and vice versa) on the A47 on weekdays and at weekends and only one pedestrian trip was recorded. It is acknowledged that the negligible number of walking trips may be due, in part, to the lack of a pedestrian footway between South Walsham Road and The Windle.
- 3.1.3 The walking distance between the centre of North Burlingham and the centre of Acle is approximately 3.8km. As indicated in paragraph 2.2.9 above, the preferred maximum walking distance to common facilities is 1.2 km and up to 2 km for commuting or walking to school. The walking distance to the facilities at Acle therefore greatly exceeds the preferred maximum walking distances. Moreover, the walking time would be around 46 minutes. Walking trips between North Burlingham and Acle are therefore more likely to comprise recreational walking trips than utility trips.
- 3.1.4 As outlined above and shown in Figure D (see Annex A), an attractive walking route for recreational walking trips between North Burlingham and Acle is already provided and, with the Scheme in place, cyclists wishing to travel between North Burlingham and Acle will have a choice of routes. On leaving North Burlingham via the proposed cycle track, they can travel north along South Walsham Road to Green Lane, northeast along Green Lane to Acle Road and then follow Acle Road/South Walsham Road into Acle. Alternatively, cyclists can leave Acle Road at The Windle and travel south before following the Byway which provides access to Mill Lane in the centre of Acle. Both routes are attractive and conducive to cycling. For cyclists not using road bikes, use can also be made of bridleway South Walsham BR11, which would result in a shorter journey than using Green Lane. Therefore, given the choice of existing cycling routes, there is no requirement for an additional cycling route along the A47 between South Walsham Road and The Windle.
- 3.1.5 Given the availability of the existing walking and cycling routes between North Burlingham and Acle, there is no requirement for an additional walking and cycling route along the A47 between South Walsham Road and The Windle.

ANNEX A – FIGURES

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NOTES

KEY TO SYMBOLS

- Existing footpath (PRoW)
- Existing permissive bridleway
- Existing permissive footpath (Lingwood circular walk)
- Existing footway
- Location of infrastructure

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	05/07/21	For review and comment	JSan	SMay	SMay

DESIGNER

CONTRACTOR

CLIENT

PROJECT TITLE
A47 BLOFIELD TO NORTH BURLINGHAM DUALLING

PROJECT STAGE
PCF STAGE 3

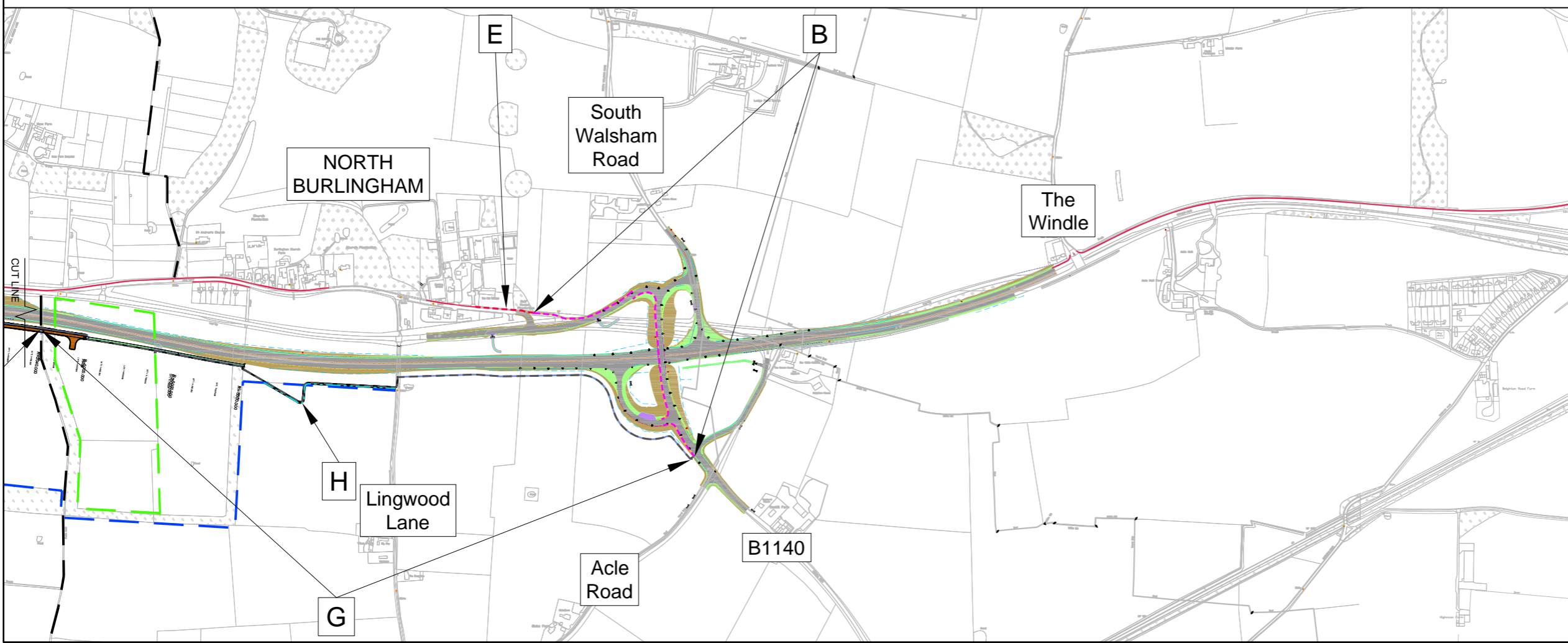
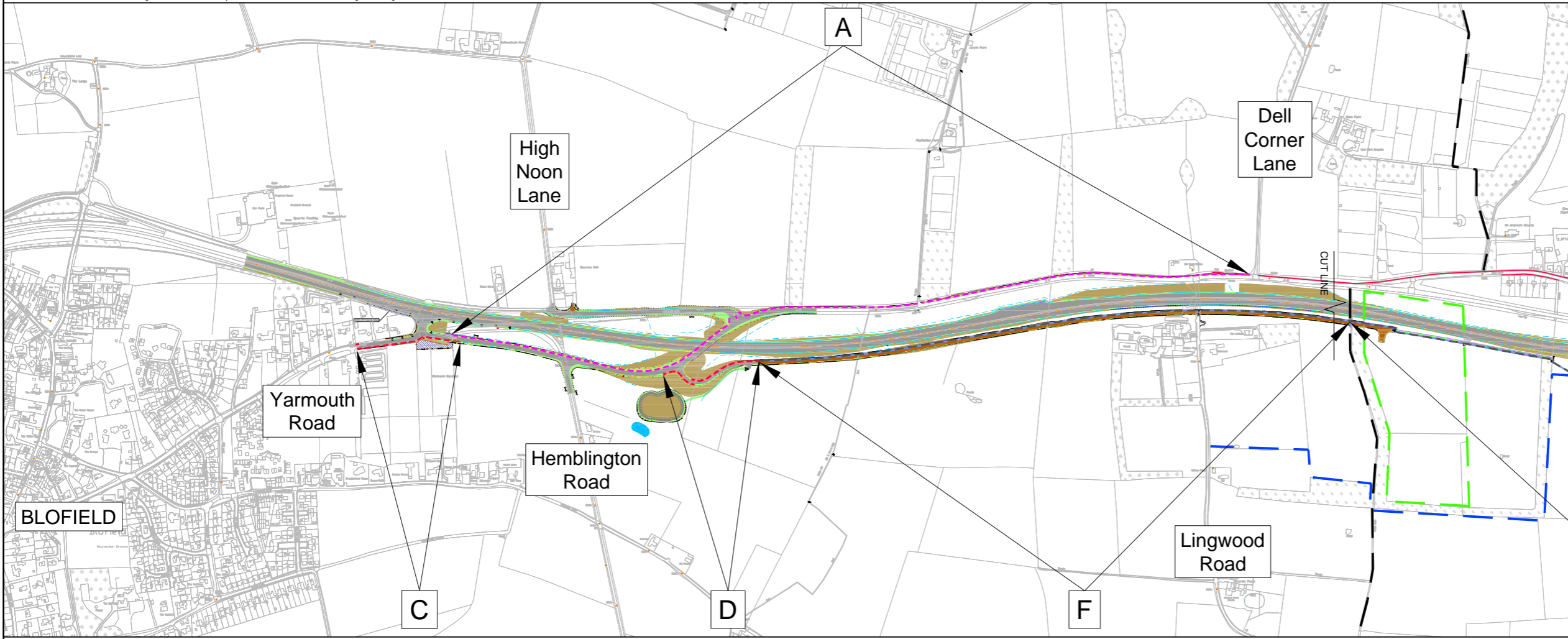
DRAWING TITLE
9.2 APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS - APPENDIX A, FIGURE A EXISTING WCH PROVISION IN VICINITY OF NORTH BURLINGHAM

SUITABILITY
SUITABLE FOR STAGE APPROVAL

SHEET SIZE A3	SCALE 1:10000	STATUS S4	REVISION P01
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DRAWING NUMBER
HE551490-GTY-EPC-000-DR-LX-30017

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NOTES

KEY TO SYMBOLS

- Existing footpaths (PRoW)
- Existing permissive bridleway
- Existing permissive footpath (Lingwood circular walk)
- Existing footways
- Proposed shared footway/cycleway
- Proposed footway
- Proposed footpath (PRoW)
- Realigned permissive bridleway
- Location of proposed infrastructure

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01	05/07/21	For review and comment	JSan	SMay	SMay

DESIGNER

SWECO

CONTRACTOR
GallifordTry

CLIENT
**highways
england**

PROJECT TITLE
**A47 BLOFIELD TO
NORTH BURLINGHAM DUALLING**

PROJECT STAGE
PCF STAGE 3

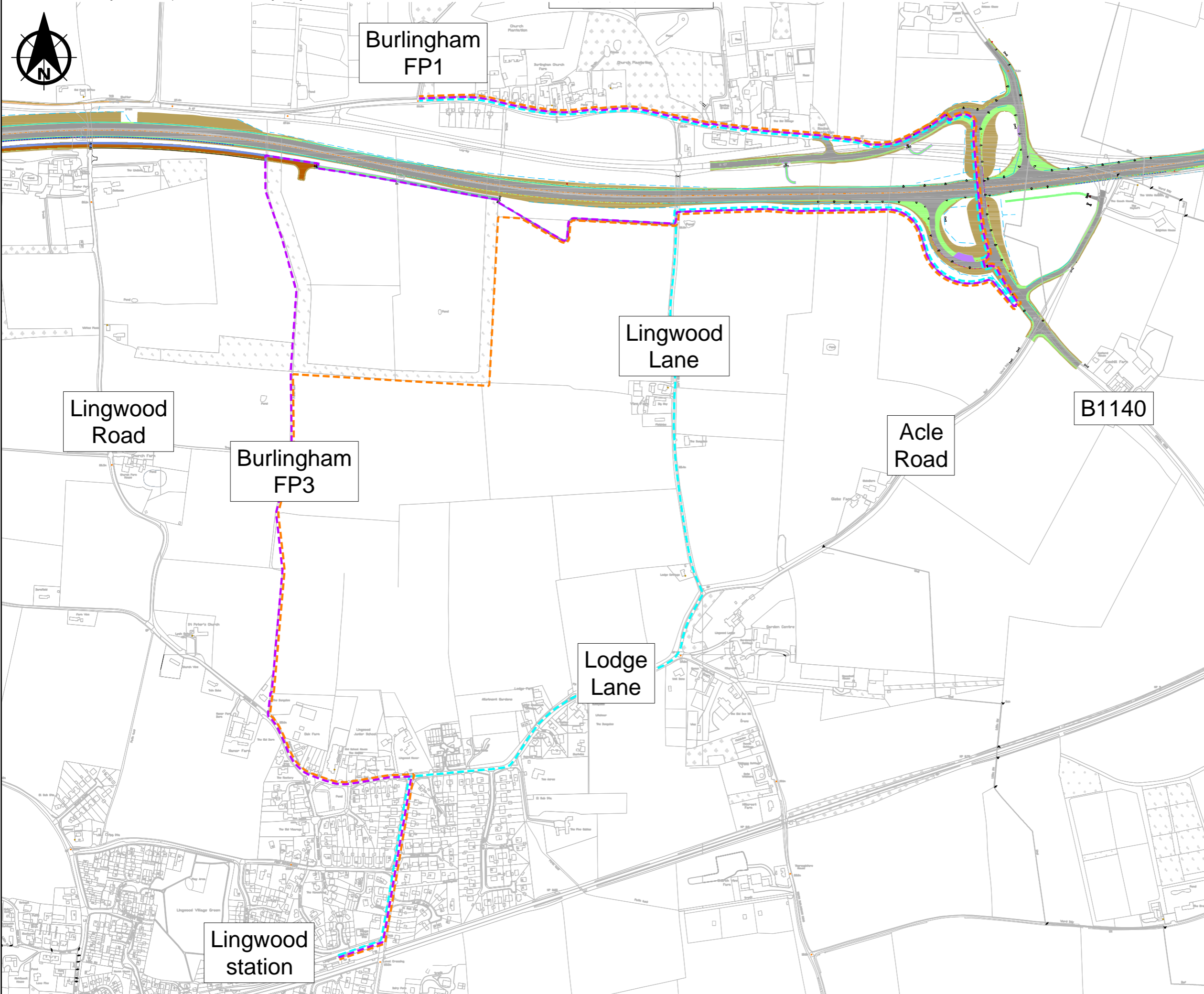
DRAWING TITLE
**9.2 APPLICANT'S RESPONSE TO RELEVANT
REPRESENTATIONS - APPENDIX A, FIGURE B
PROPOSED WCH PROVISION
IN RELATION TO EXISTING PROVISION**

SUITABILITY
SUITABLE FOR STAGE APPROVAL

SHEET SIZE	SCALE	STATUS	REVISION
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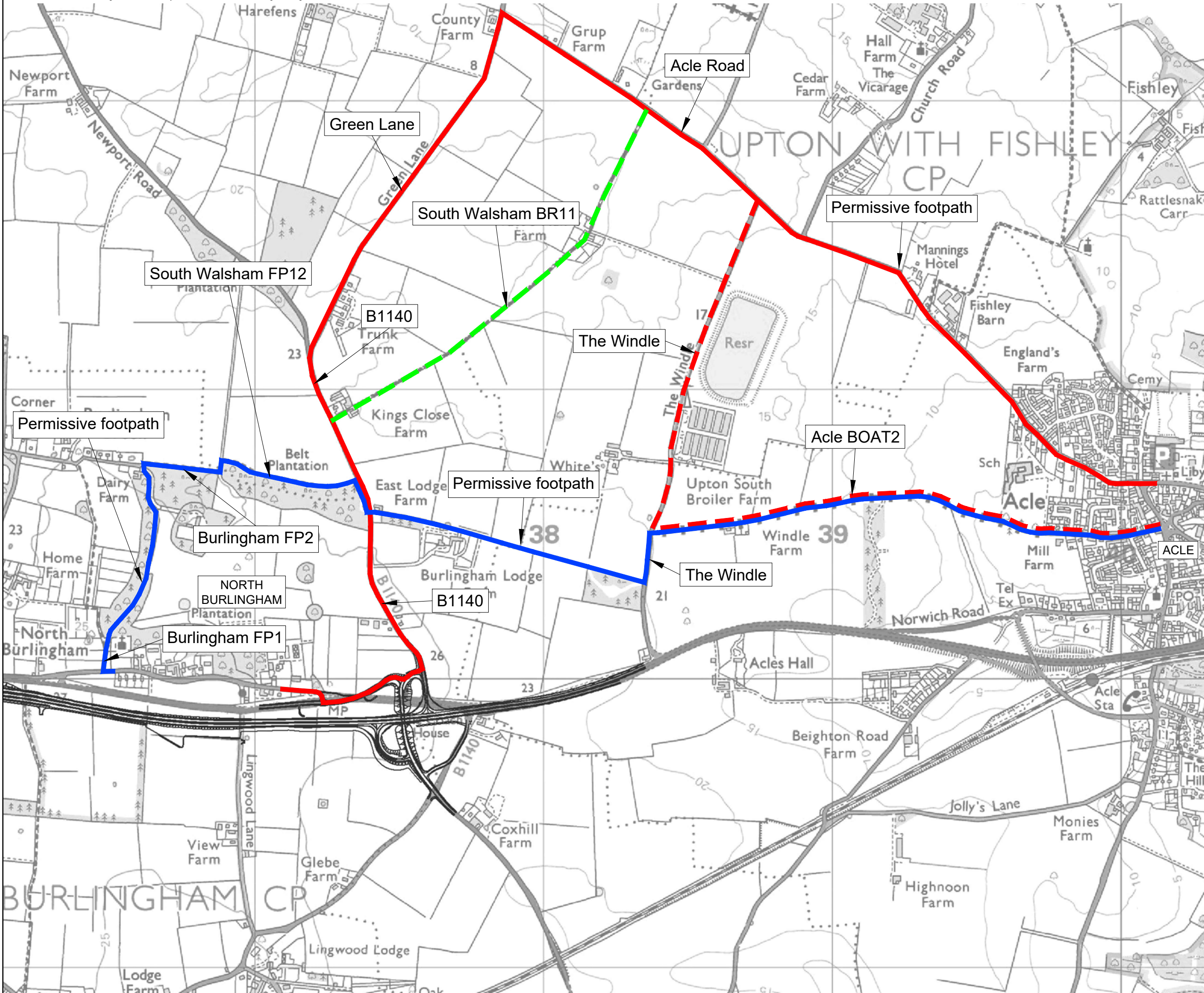
DRAWING NUMBER
HE551490-GTY-EPC-000-DR-LX-30018

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NOTES					
KEY TO SYMBOLS					
		Option 1			
		Option 2			
		Option 3			
P01	05/07/21	For review and comment	JSan	SMay	SMay
REV	DATE	REVISION NOTE	ORG	CHKD	APPD
DESIGNER					
SWECO					
CONTRACTOR					
GallifordTry					
CLIENT					
PROJECT TITLE					
A47 BLOFIELD TO NORTH BURLINGHAM DUALLING					
PROJECT STAGE					
PCF STAGE 3					
DRAWING TITLE					
9.2 APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS - APPENDIX A, FIGURE C ROUTE OPTIONS BETWEEN LINGWOOD STATION AND FOOTPATH BURLINGHAM FP3					
SUITABILITY					
SUITABLE FOR STAGE APPROVAL					
SHEET SIZE	SCALE	STATUS	REVISION		
A3	N/A	S4	P01		
DRAWING NUMBER					
HE551490-GTY-EPC-000-DR-LX-30019					

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NOTES

There are no notes present in this section of the drawing.

KEY TO SYMBOLS

- Walking route
- Cycle route
- - - Cycle route (alternative)
- Cycle route via bridleway (rough route)

REV	DATE	REVISION NOTE	ORG	CHKD	APPD
P01	05/07/21	For review and comment	JSan	SMay	SMay

DESIGNER


CONTRACTOR


CLIENT


PROJECT TITLE
A47 BLOFIELD TO NORTH BURLINGHAM DUALLING

PROJECT STAGE
PCF STAGE 3

DRAWING TITLE
9.2 APPLICANT'S RESPONSE TO RELEVANT REPRESENTATIONS - APPENDIX A, FIGURE D EXISTING WCH ROUTES BETWEEN NORTH BURLINGHAM AND ACLE

SUITABILITY
SUITABLE FOR STAGE APPROVAL

SHEET SIZE A3	SCALE N/A	STATUS S4	REVISION P01
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DRAWING NUMBER
HE551490-GTY-EPC-000-DR-LX-30021

ANNEX B – ADDITIONAL WALKING, CYCLING AND HORSE-RIDING SURVEYS

Introduction

1. My name is Mark William Duckworth, I am a Technical Director in the Advisory and Planning division of Sweco. Sweco is a multi-disciplinary engineering and architectural consultancy with offices throughout the UK and Europe.
2. I hold the degrees of BEng Civil Engineering and MSc in Transport Engineering & Planning. I am a Chartered Member of the Institute of Logistics and Transport (CMILT) and a Member of the Chartered Institution of Highways & Transportation (MCIHT). I have over 34 years' experience in highways, transportation and infrastructure and my experience includes advising public and private sector clients on the highways, environmental and access aspects of development, undertaking transport assessments and contributing to environmental impact assessments. I provide advice on the traffic, road safety and walking, cycling and horse-riding aspects of large-scale highway improvement schemes and I have considerable experience in the field of highways development control having provided advice to both Strategic and Local Highway Authorities.
3. I have in-depth knowledge of the area surrounding the A47 Blofield to North Burlingham Dualling Scheme and I am advising on the walking, cycling and horse-riding aspects of the Scheme. I have visited the study area on a number of occasions and am familiar with the existing walking and cycling routes in the immediate area.
4. Government advice during the various Covid-19 lockdown periods encouraged people to stay local and make more use of walking and cycling. The applicant acknowledges that this advice may have had a legacy resulting in an increase in use of the existing facilities in the vicinity of North Burlingham. In view of this, additional WCH surveys were conducted to provide an update on usage and to enable a comparison to be made between current usage and usage identified in the June 2018 WCH surveys undertaken as part of the walking, cycling and horse-riding assessment and review (WCHAR) process.

Survey locations and survey specification

5. The 2021 WCH surveys provide an indication of current usage for the PRow and permissive routes directly affected by the proposed Scheme and for key locations where WCH activity could occur on the local highways. These surveys were conducted at a total of six locations on and in the vicinity of the existing alignment of the A47, namely, at the same five locations surveyed in the June 2018 surveys plus the A47 / Lingwood Road / Dell Corner Lane staggered junction. The latter junction was added to capture any usage activity associated with these local highways. The six survey locations are shown in Figure 1 and listed below.

1. A47 / PRoW Footpath Burlingham FP3 / permissive footpath
2. Main Road / PRoW Footpath Burlingham FP1
3. A47 / field accesses
4. A47 / Lingwood Lane / permissive bridleway
5. A47 / B1140 South Walsham Road / B1140 Acle Road Staggered junction
6. A47 / Lingwood Road / Dell Corner Lane Staggered junction

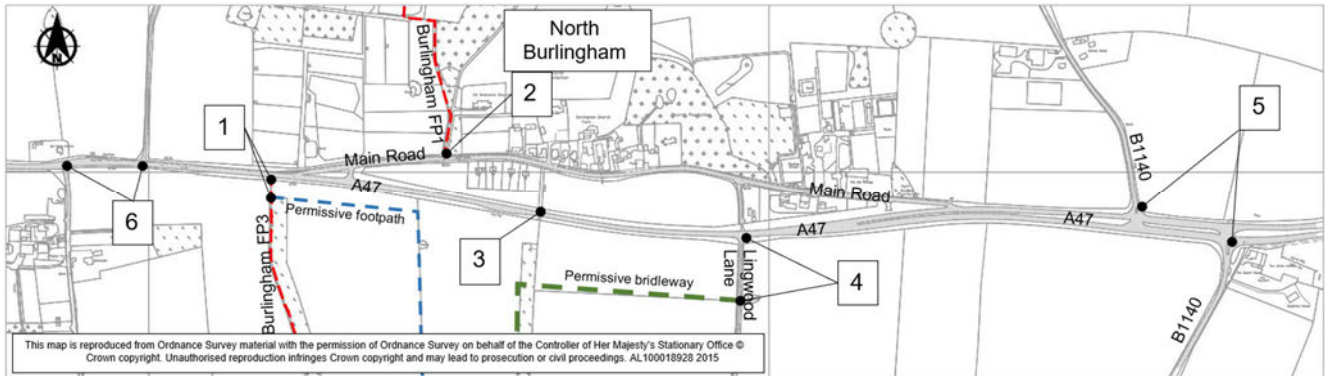


Figure 1: WCH survey locations

6. The surveys were carried out between 7am and 7pm on two separate days, namely, on Sunday 30 May 2021, during the Spring Bank Holiday weekend on the basis that increased user activity may occur when compared to a typical Sunday and Wednesday 9 June 20, a typical weekday when pupils will be in school.
7. The surveys were undertaken using CCTV video cameras. In the main, the weather during each survey day was dry and bright.
8. The survey specified that the following list of pedestrians, cyclists and horse-riders be used to classify the movement type:
 - pedestrian
 - pedestrian with dog
 - pedestrian with child / minor
 - pedestrian with buggy
 - cyclists (including pedal bikes and electrically assisted pedal bikes)
 - electric scooters
 - wheelchairs users (manual & powered)
 - equestrians
 - other

Survey results

Site 1 - A47 / PRoW Footpath Burlingham FP3 / permissive footpath

9. The survey recorded all movements crossing the A47 between Burlingham FP3 and Main Road including any users that turn back on Burlingham FP3 without crossing the

- A47. It also recorded all movements between Burlingham FP3 and the permissive footpath.
10. A total of six movements were recorded on the Sunday. Four of these movements were pedestrians of which: two movements were between Burlingham FP3 and Main Road; one movement was between Burlingham FP3; one movement was between Burlingham FP3 and the permissive footpath. The two other recorded movements were by cyclists, one was between Main road and Burlingham FP3 with the other between the A47 (west) and Main Road.
 11. Seven movements were recorded on the Wednesday. Four of these movements were pedestrians of which two were crossing the A47 between the permissive footpath and Main Road and two were between Burlingham FP3 and the permissive footpath. The other three movements recorded were cyclists of which all were between Burlingham FP3 and the permissive footpath. The final two of the movements were recorded into the adjacent field to the west of Burlingham FP3.
 12. No electric scooter or equestrian movements were recorded on either the Sunday or the Wednesday.
 13. In summary, these results show low usage of Burlingham FP3 and the permissive footpath and very few crossing movements of the A47. The recorded level of usage reflects that identified in the June 2018 WCH surveys.

Site 2 - Main Road / PRow Footpath Burlingham FP1

14. The survey recorded all movements between Burlingham FP1 and Main Road.
15. A total of 120 movements were recorded on the Sunday and 22 movements were recorded on the Wednesday.
16. Of the 120 movements on the Sunday, 113 were pedestrians and seven were cyclists. Of the 113 pedestrian movements, 57 were from Main Road to Burlingham FP1 (30 from Main Road west and 27 from Main Road east); and 53 were from Burlingham FP1 to Main Road (28 to Main Road west and 25 to Main Road east). The remaining four movements were along Main Road itself. Of the seven cyclist movements, four were to Burlingham FP1 from Main Road east and two were from Burlingham FP1 to Main Road (one east and one west). Only one cyclist movement was recorded along Main Road.
17. The 22 movements on the Wednesday were all pedestrian movements with 11 movements to Burlingham FP1 (six from Main Road east and five from Main Road west); and nine movements from Burlingham FP1 (six to Main Road east and three to Moan Road west). The remaining two movements were on Main Road itself.
18. As expected, the surveys recorded significant usage of Burlingham FP1, especially on the Sunday, but very few movements between Site 1 and Site 2 with only three

movements recorded on the Sunday and no movements on the Wednesday. The recorded movements between Sites 1 and 2 are as follows:

- Burlingham FP3 to Burlingham FP1 - Pedestrian with dog
- Burlingham FP1 to Burlingham FP3 - Pedestrian with dog (return journey)
- Burlingham FP1 to Burlingham FP3 - Cyclist

19. Interrogation of the survey footage confirms that users of Burlingham FP1 are arriving by motorised means from the west. This is borne out by an extract from the survey video, shown in Figure 2, which shows vehicles parked along Main Road in the vicinity of Burlingham FP1.



Figure 2: Site 2 video extract

20. No electric scooter or equestrian movements were recorded on either the Sunday or the Wednesday.
21. In summary, these results show significant usage of Burlingham FP1, especially on the Sunday, and very few movements between Burlingham FP1 and FP3. The recorded level of usage of Burlingham FP1 is higher on the Sunday when compared to that observed in the June 2018 WCH surveys, maximum of 120 compared to 90 movements, which may be attributable to 30 May 2021 being during the Spring Bank Holiday weekend. The recorded usage of Burlingham FP1 on the Wednesday was markedly lower than observed during the June 2018 WCH surveys, 22 compared with a maximum of 70 movements.

Site 3 – A47 / field accesses

22. The survey recorded all movements across the A47 between field accesses.

23. No movements were recorded on both survey days. A site visit conducted post the surveys has confirmed that the opportunity to cross the A47 at this location is no longer available.

Site 4 – A47 / Lingwood Lane / permissive bridleway

24. The survey recorded all movements crossing the A47 between Lingwood Lane and the track leading to Main Road via the informal crossing point. The survey also recorded all movements between Lingwood Lane and the permissive bridleway.
25. On the Sunday, 11 movements were recorded on Lingwood Lane where the permissive bridleway joins, and six movements were recorded at the A47 / Lingwood Lane junction.
26. Of the 11 movements recorded on Lingwood Lane at the permissive bridleway, six were pedestrians and five were cyclists. Five of these pedestrian movements were between the permissive bridleway and Lingwood Lane south and one was along Lingwood Lane (north to south). All five cyclist movements were along Lingwood Lane (four north and one south)
27. Of the six movements recorded at the A47 junction, five were cyclists and one was a pedestrian which correlates with the movements on Lingwood Lane adjacent to the permissive bridleway. All these movements were crossing the A47 between Lingwood Lane and the track leading to Main Road.
28. On the Wednesday, six movements were on Lingwood Lane where the permissive bridleway joins, and four movements were at the A47 / Lingwood Lane junction.
29. Of the six movements recorded on Lingwood Lane at the permissive bridleway, two were pedestrians and four were cyclists. The two pedestrian movements were between the permissive bridleway and Lingwood Lane south. All four cyclist movements were along Lingwood Lane (two north and two south)
30. Of the four movements recorded at the A47 junction, all were cyclists which correlates with the movements on Lingwood Lane adjacent to the permissive bridleway. All these cyclists crossed the A47 between Lingwood Lane and the track leading to Main Road.
31. No electric scooter or equestrian movements were recorded on either the Sunday or the Wednesday.
32. In summary, these results show low usage of Lingwood Lane and the permissive bridleway and only a few crossing movements of the A47. The recorded level of usage reflects that identified in the June 2018 WCH surveys.

Site 5 – A47 / B1140 South Walsham Road / B1140 Acle Road Staggered junction

33. The survey recorded all movements crossing the A47 between B1140 South Walsham Road and B1140 Acle Road and cycle movements to and from the A47 onto the B1140.

34. A total of 23 movements were recorded on the Sunday and five movements were recorded on the Wednesday. All these movements were cyclists.
35. Of the 23 movements on the Sunday, the majority were between Acle Road and South Walsham Road (17 movements). Three were from Acle Road to the A47 east, one was from South Walsham Road to the A47 east and one was from the A47 west to South Walsham Road. Only one movement was recorded along the A47 (west to east).
36. Of the five movements on the Wednesday, four were from Acle Road to the A47 west and one movement was between Acle Road and South Walsham Road.
37. No electric scooter or equestrian movements were recorded on either the Sunday or the Wednesday.
38. In summary, these results show low number of cyclist movements across the A47 between B1140 Acle Road and South Walsham Road on both the Sunday and the Wednesday. The recorded level of usage compares favourably with that identified in the June 2018 WCH surveys.

Site 6 – A47 / Lingwood Road / Dell Corner Lane Staggered junction

39. The survey recorded all movements between Lingwood Road, A47 and Dell Corner Lane.
40. A total of 11 movements were recorded on the Sunday and five movements recorded on the Wednesday.
41. Of the 11 movements on the Sunday, two were pedestrian movements with the rest being cyclist movements. The two pedestrian movements were between the A47 west and Dell Corner Lane. These movements are likely to originate from the Old Post Office property located at this point on the A47. Of the nine cyclist movements, eight were between Lingwood Lane and Dell Corner Lane and there was only one movement along the A47 (west to east)
42. Of the five movements on the Wednesday, two were pedestrians. Again, these movements were between the A47 west and Dell Corner Lane suggesting that these movements are associated with the Old Post Office property. The other three movements were cyclists between Lingwood Road and Dell Corner Lane. No cyclist movements were recorded on the A47.
43. No electric scooter or equestrian movements were recorded on either the Sunday or the Wednesday.